

VOLUME IV NUMBER 13

CYCLE

"The Motorcycle Enthusiasts' Weekly Newspaper"

NEWS

25¢

FUN ON TWO WHEELS



The Thundering Herd, dealer Steve Hurd in the foreground, flashes into Maureen Lee's perceptive lens. This action was captured at the weekend's 4th round of the Southern California Silver Cup series. #220 Max Switzer is second here, followed by Walt Axthelm.

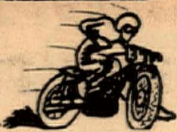
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

CYCLE NEWS

NEWSPAPER

CALENDAR of EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.



EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

EVERY 1st & 3rd SUNDAY

BEARDSLEY RACETRACK, Moto-cross, Scrambles & T.T. AMA sanctioned, Copper State Cycle Club. Located 25 miles N.W. of Phoenix, Ariz. on U.S. Hwy. 60.

APRIL 6, 7, 8, 9th.

MOTORCYCLE SHOW, Intl. Sport Cycle Exposition at Shrine Exposition Hall, Exposition Blvd. & Harbor Fwy. Competition, Custom and Antique Bikes. Many mfrs. introducing new models, entertainment, free movies, beauty pageant, etc. 11 am to 11 pm.

APRIL 7,8,9th

CAR & M/C SHOW at the Great Western Exhibition Center, Santa Ana Fwy & Atlantic Blvd. E. Los Angeles.

FRIDAY, APRIL 7th, 1967

AMA CLASS C HALF-MILE, Ascot Park season opener, 183rd & Vermont, Gardena. Every Friday night through November; Novice, Amateur, Expert; first race 8:15 p.m.

SATURDAY, APRIL 8th, 1967

TT CYCLE RACE, at San Gabriel Valley Speedway, AMA-sanctioned, two jumps, gates open 6:00 p.m., first race 8:00 p.m. Rivergrade Road, 3 miles north of San Bernardino Fwy. Admission \$2.50, Juniors \$1.00, under 8 free. Free parking. Call 962-6217 for further info.

SUNDAY, APRIL 9, 1967

PACIFIC SO.-WEST CHAMPIONSHIP HARE & HOUND, by the Victors M/C. ABC TV wide World of Sports will film the race, the biggest H&H since Big Bear. Lined from Lucerne, 2 45 mile loops. One loop and separate start for trail bikes. LeMans Type start at 10 am. Bring a stand or something to hold machine upright as no pit crews will be allowed to hold bikes for dead engine start. Signup starts at 12 noon. Sat. April 8th.

TT SCRAMBLES, Capitol City Motorcycle Clubs, 12th Annual at Helvetia Park, Sacramento, Calif. located just off the Sacramento river on the road to Woodland. All Classes, practice starts at 8 am, AMA sanctioned.

NORTH-SOUTH CHALLENGE TRIAL by Lancers MC on April 9th starting at the parking area at the bottom of Old Mill Road (Higgins Creek Road) in Purissima Canyon, lined south from Half Moon Bay on Highway #1. Sign up 9 a.m., first rider out 11 a.m., course closes four hours after last rider out. Some road miles, so be equipped. Thirty mile course, fifteen observed sections per lap. Helmets mandatory. International Point System (1,2,3,-5).

TT SCRAMBLES, sponsored by Vegas Valley M.C. 4 miles south of the Tropicana Hotel on the old Los Angeles highway. Practice 11:00, race at Noon. AMA sanctioned - class "C" traction.

SPORTSMAN SCRAMBLES at Helvetia Park, Sacramento, located six miles west of Sacramento on Highway 16. Gates open 8:00 A.M., practice 9:00 A.M., racing starts at noon. All classes, entry \$1.50. Lots of trophies, including a man miles.

CROSS COUNTRY TRIALS, starting point & parking area at bottom of Old Mill Road in Purissima Canyon. Lancers M.C. sponsored. Classes: 0-100cc and 101cc and up. Novice, Amateur and Expert. Men and Women. International point system used. Bikes must be legal daylight road machines with number plate on front and helmet. Signup 9:00 a.m. Course opens 11:00 a.m. One rider per minute. 60 mile course, two thirty mile laps. 30 observed sections. Entry \$2.00.

HILL CLIMB at Madrone, lined from Hwy. 101 to course. Located at Lovelace Ranch, Willow Springs Rd. Sponsored by Los Gatos M.C., AMA sanctioned. Signup 8:30 to 11:00. All classes, men only. \$1.50 ride or watch. Good trophies and refreshments.

TT SCRAMBLES, at Eastside Cycle Park near Tucson, Ariz. Last race for the season, summer weather coming. Call EA 7-6902 for info. Wheelie contest. Calif. and Ariz. riders welcome.

HARE AND HOUND, lined from Avenal. Starts at 11:00 a.m., entry fee \$2.00. Sponsored by Visalia Ramblers M.C., call Dwain at (209) 734-8622 for more details.

TT SCRAMBLES, Los Padres M.C. at Bay Mare, AMA sanctioned. Small bikes at 9:00 a.m., big bikes at Noon. New surface, new management. Take Ventura Fwy to Moorpark Rd. in 1000 Oaks, north to Hwy. 118, left to Balcome Canyon Rd.

TINY BEAR WARMUP, presented by American Fifty Assn., limited to trail bikes only (0-120cc). There will be five 8-mile loops. Take Hwy. 66 to Summit Inn, top of Cajon Pass. Turn north at Oak Hill Rd., lined from there. Shaded spectator area, lunch truck and johns. Entry \$2.50, start 11:00 a.m., rain or shine.

POKER RUN, 1st annual by No. Calif. Honda Owners Assn. AMA sanctioned. \$1.00 entry. Signup 9-11:00 a.m., finish 3:00 p.m. Start Foster Freeze, 2761 Castro Valley Blvd., Castro Valley, Calif. Come and enjoy this beautiful scenic trip. Six trophies - 4 high hand, 1 lo-ball, 1 18-inch Man Miles. For info call George Kelly (415) 581-4758.

TT SCRAMBLES, Dist. 37 Championship presented by Gripsters M.C. at Elsinore. Small bikes 8:00 a.m., Am/Ex big bikes at 12:00 noon. Novice big bikes 2:30 p.m. Championship caliber trophies presented at track, race souvenir free to all riders and spectators. Gate donation \$1.25, rider entry fee \$2.00. Note: (Only Dist. 37 championship for scrambles this year.) Just off Hwy 71 East of Perris turnoff.

SATURDAY, APRIL 15, 1967

ROAD RACING SCHOOL, at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. & San Fernando Rd.) Street bikes preferably, 9 am. start, \$10.00 per student. For information call (213) 785-2421.

SUNDAY, APRIL 16th, 1967

TT SCRAMBLES, at Mesa, Practice 9:00 am., first race at noon. Gear tall for the 5/8-mile dirt course. Directions: Interstate 5 to Main St., Chula Vista, then 5 miles on Main to Brown Field. Follow signs to the track. AMA sanctioned.

ACA NATIONAL POINTS ROAD RACE, Willow Springs Raceway, all GP and Production classes, 50cc through 1000cc, practice 9:00-12:00, first event 12:30 p.m. Track located west of town of Rosamond, Calif. Turn left at only signal in town.

HARE SCRAMBLES by Simi Valley M.C. AMA sanc., start 10 am. Follow signs to the power line road, approx 15 miles north of Adelanto, Calif.

TT SCRAMBLES at Perris, Calif. Sponsored by Riverside Bombers M.C. All classes. Gates open 7 am. 9-175cc, 8 am; 200-250cc 10 am; Big bikes, AM-Ex-Nov, 1 pm. Bikes 200cc and over will use large track. Entry fee \$2.00, donation \$1.25. Regulation number plates required. Six entries make one class. Point run. Novice, Amateur and Expert cards must be shown for classification

TT SCRAMBLES at Prado Park, presented by 13 Rebels M.C. Lightweight: All classes and events, 8 am. Big bikes: Amateur, Expert 11 am., Novice 2 pm. Sports Committee points. Entry \$2.00

MOTO CROSS SCRAMBLES at Beardsley track, 25 miles northwest of Phoenix, Ariz. 3 miles north of Hwy 60-70. Races start 1 pm. All competitors welcome. AMA sanc. sponsored by Copper State M.C.

AFM NATIONAL ROAD RACE. Pro race at Stardust Intl. Raceway, Las Vegas, Nev. \$1,000.00 (40%) purse to GP solo & sidecar classes. Trophies & prizes to production Beautiful, fast 3-mile course. For pre-entry write AFM-SF, 703 2nd Ave., San Mateo, Calif. For info phone No. Calif. (415) 342-3712 So. Calif. (213) 762-9875. There is a penalty fee for entry at the track, get your entries in advance. Organized by the Las Vegas % S.F. chapters of the AFM. Points. Practice: 9 am, race 1 pm.

POKER RUN, sponsored by Fames M.C. AMA sanc, event will be run rain or shine. Signup 9 am to 11 am., finish 3 pm. Start at Vallejo Mills Park, in Fremont at intersection of Mission Blvd. and Niles Canyon Rd. All blacktop, lined route. Entry \$1.50. Trophies will be awarded.

TUESDAY, APRIL 18th, 1967

SHORT TRACK RACING, (Sportsman) At new Trojan Speedway in So. Gate. AMA sanctioned by Playboys MC of Long Beach. At Long Beach Freeway just south of Firestone Blvd. Gates open at 6:00 p.m. Pit gate closes at 7:30 p.m. 250cc and under. Three classes: 0-100cc, 101cc to 200cc, 250cc. Number plates will be available at pit gate. No license required. EVERY TUESDAY NIGHT FROM NOW UNTIL NOVEMBER. Races start every Tuesday at 8:15 p.m.

THURSDAY, APRIL 20th, 1967

LIGHTWEIGHT T.T. RACING, (Sportsman) at New Trojan Speedway in So. Gate. AMA sanctioned by Playboys MC of Long Beach. At Long Beach Freeway just So. of Firestone Blvd. Pit gate opens at 6:00 p.m., closes at 7:30 p.m. 250cc and under. Three classes: 0-100cc, 101cc-200cc, 250cc. Number plates available at pit gate. No license required. EVERY THURSDAY NIGHT FROM NOW UNTIL NOVEMBER. Races start every Thursday night at 8:15 p.m.

SATURDAY, APRIL 22nd, 1967

TT CYCLE RACING, San Gabriel Valley Speedway. AMA Class C night race, gates open 6:00 p.m., first race 8:00. Unique course, two jumps. Admission \$2.50, Jrs 8-12 \$1.00, under 8 free. Parking free. No. of San Bernardino Fwy. 3 miles, on Rivergrade Rd. Call 962-6217 for further info.

SUNDAY, APRIL 23rd.

TT SCRAMBLES, at Dehesa Speedway, AMA-sanctioned. Signup at 9:00 a.m., races at noon. Located 5 miles east of El Cajon, out Jamacha Rd. All classes, trophies awarded. \$1.25 to ride. Approx. 3/8 mile TT course, graded surface.

AMA SPORTSMAN ROAD RACE, Carlsbad Raceway. Take Palomar Airport turnoff from Carlsbad, go east past airport and you can't miss it. Pits open 11:30 a.m. Racing for all classes from 50cc to Open. Also production class for street machines. First race 1:30 pm.

TT SCRAMBLES, sponsored by the Silver City Scramblers M.C. at Sunrise Raceway in Las Vegas. Pick up lime at the Showboat Hotel and follow south to Vegas Valley Dr. Turn east to track. Practice 10:00 a.m., race at noon. Entry \$1.25, AMA-sanctioned.

AFM NATIONAL ROAD RACE - Vaca Valley Raceway, Vacaville, Calif. (on US 40, betw. Vallejo & Sacramento) \$350.00 to GP solo & Sidecar classes. Trophies to production. First time at this exciting track since '64. Entry free to riders over 200 miles from S.F. Info: AFM-SF, 703 2nd Ave., San Mateo, Ca. Phone No. Calif. (415) 342-3712, So. Calif. (213) 762-9875. Organized by the S.F. chapter of AFM. Points. Practice 9 am, race 1 pm.

4th ANNUAL TRI-STATE CLASSICS at Sprockets Park, located at foot of China Grade near Oildale. Sponsored by Bakersfield Sprockets, AMA sanctioned, folding pegs required. Practice Sat. April 22 from 12:30 p.m. to 4:30 p.m. Race Sunday from 10:30 a.m. to ? Refreshments available, lots of trophies. Post entry \$5.00, good both days. Send check or M.O. with entry to P.O. Box 6132, Bakersfield, Entries close April 12.

TT SCRAMBLES, Hilltoppers M.C. at Perris. Small bike practice 8:00 to 8:30, small bike signup closes 8:00 a.m. Big bike practice for Amateurs and Experts 12:00 noon, Novices ? AMA points.

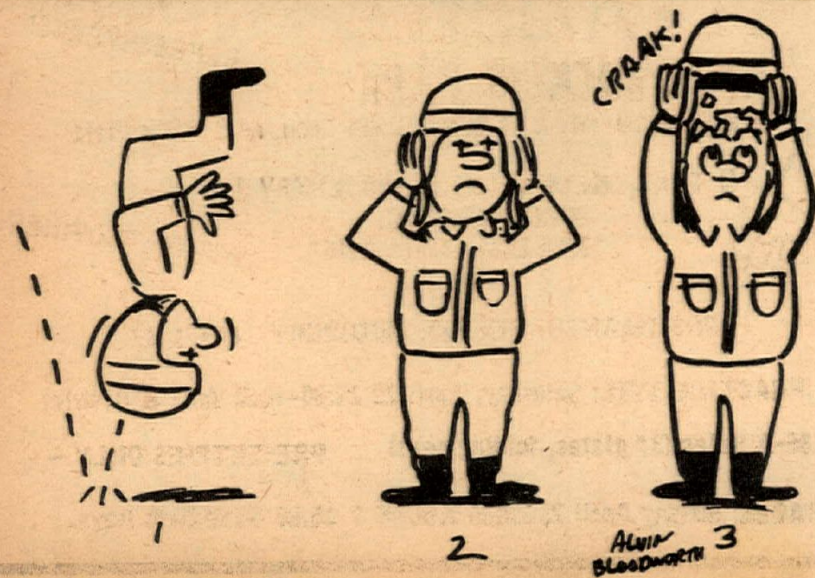
4th ANNUAL 49er ENDURO, 125-mile National Championship, Forest Hill, Calif. AMA sanctioned, sponsored by Polka Dots M.C. Scenic, quiet, lovely dirt roads and trails for the average rider and machine. (With knobbies, low gearing, and lots of guts, of course.) All classes. Start 8:01 A.M. From Placerville on SR 49 to 21 miles South of Auburn. Take Forest Hill cutoff. Spark arrestors mandatory. Mail \$4.00 entry fee to: Ken Harper, 7972 Hansen Ave., Citrus Heights, Calif. 95610.

HARE SCRAMBLES, Foothill Hawks M.C. Start 10 am. sharp. separate course for trail bikes. Rain or shine. Lined from California City Golf Course, Calif. City, Calif.

SATURDAY, APRIL 29th, 1967

HALF-MILE FLATTRACK, Tulare County Fairgrounds, Tulare, Calif. AMA Class C dirt track, night race, new lights have been installed. Novice, Amateur, Expert - ride for 40% of the gate. Practice starts at 5:30 p.m., time trials at 7:00, first race 8:00 o'clock. Referee Hank Gendusa of Fresno officiating. Admission \$2.00 adults, \$1.00 ages 12-16 and uniformed servicemen, under 12 free, and parking free to all (with guard in attendance).

NEXT WEEK: - Ascot 1/2-Mile - TWO CHAMPIONSHIPS



JC AGAJANIAN PRESENTS

T. T. RACING

AMA SANCT.

FIRST SAT. OF EVERY MONTH

PRACTICE 7p.m. RACES START 8:15 p.m.

FLATTRACK RACING

AMA SANCT.

EVERY FRIDAY

7p.m. PRACTICE 8:15pm RACES START

SEASON OPENER

APRIL 7th

At Ascot Park 183rd & Vermont - Off Harbor Freeway

INDOOR SHORT TRACK RACING, at new Arena in San Diego. All classes, novice, amateur and expert professionals. AMA sanctioned by J.C. Agajanian. Two classes: 100cc & 250cc. For further information call DA 3-5055 in Gardena. Additional races at San Diego in May and June.

TRIALS & FIELD MEET, held at Douglas Aircraft Rod & Gun Club at Lake Isabella Lodge. Six traps, giant slalom, slow race, etc., \$2.00 entry. Steak barbecue Sat. night, breakfast available Sat. & Sun. Semi-family affair, ladies class, reams of trophies. Take Hwy 178 to Lake Isabella. Contact R.N. Begeman, 4265 Petaluma, Lakewood, for more information.

SAT. & SUN., APRIL 29 & 30, 1967

CITY OF HOPE SPRING TOUR, RRC points event, AMA Tour Award. At 29 Palms, Calif. Parade starts at noon, downtown 29 Palms.

SUNDAY, APRIL 30th, 1967

TT SCRAMBLES, Four Aces M.C. presents at Prado Park. Lightweights practice 8 am. race 8:30. All big bikes practice 12:30, race 1 pm. Side Hacks welcome and Loners. AMA sanctioned, Dist. 37 points run.

TT SCRAMBLES, 5/8-mile dirt course at Mesa. Take Interstate 5 to Main St. in Chula Vista, then follow Main for 5 miles to Brown Field. Look for signs to track. Practice 9:00 a.m., first race at 12:00 noon. Tail gear suggested. AMA sanctioned.

HARE SCRAMBLES at Calif. City, marked from golf course, San Gabriel Valley M.C. sponsored. Start 10 am. Don't park in the middle of the pits.

FRIDAY, MAY 5th, 1967

AMA SHORT TRACK, Vallejo Speedway, Vallejo. Quarter-mile track, novice, amateur & expert professional riders. First race 8:15 p.m., and every Friday night throughout the summer months.

MAY 6, 7, 13 and 14th

PLEASURE FAIRE at Westlake Village in Thousand Oaks. Elizabethan Fair presented by radio station KPFF. Daily processions and ceremonies on each day of the fair. Art displays, crafts, psychedelic happenings. Admission free. Take Ventura Frwy. west from L.A. to Decker Rd. turnoff. Turn right (north) to Simi Rd. then left for two and a half miles to fairground.

SUNDAY, MAY 7th, 1967

AFM NATIONAL ROAD RACE, Cotati, Calif.

6th ANNUAL PROSPECTORS ENDURO, in the scenic Afton Canyon area. Start 9:01 a.m. Approx. 130 miles, muffler and license not required. Start and finish at Martha's Cafe and Lake, 15 min. east of Barstow on Hwy. 15, at Harvard Rd. offramp. Food, gas, and free swimming for everyone at start. Camping facilities. Follow-up by Barstow Jeep Rescue Squad. Mail \$3.00 to Prospectors M.C., 1651 Market St., Gardena. Deadline midnight Sat., April 29, post entry \$4.00. Drawing for numbers May 2 at Thornburg Park in Gardena at 8:30 p.m.

TT STEEPLECHASE RACES, Capitol Speedway in West Sacramento. Novice, Amateur & Expert will run for 40% of the gate, AMA sanc. Practice at 3:30 p.m., time trials at 5:00, first race at 6:00. Admission \$2.00 for adults, ages 12-16 and uniformed servicemen \$1.00 and kids under 12 free. Free parking too. TT racing at Capitol every other Sunday evening starting May 7.

MONDAY, MAY 8th, 1967

OPERATION MOTORCYCLE blood donations. Call Ken at (213) 964-2674 or 333-1942 for information.

SATURDAY, MAY 13th, 1967

HALF-MILE FLATTRACK, Tulare County Fairgrounds, Tulare, Calif. AMA Class C dirt track, night race, new lights have been installed. Novice, Amateur, Expert-ride for 40% of the gate. Practice starts at 5:30 p.m., time trials at 7:00 p.m., first race at 8 o'clock. Referee Hank Gendusa of Fresno officiating. Admission \$2.00 adults, \$1.00 ages 12-16 & uniformed servicemen, under 12 free, and parking free to all (with guard in attendance).

SUNDAY, MAY 14, 1967

SECOND ANNUAL MOTHER'S DAY RUN by Norwalk Rockets. Call (213) 863-9106 for information.

TT SCRAMBLES at Dehesa Speedway, AMA sanctioned. Signup at 9 am, races at noon. Located five miles east of El Cajon, out Jamacha Rd. All classes, trophies awarded. \$1.25 to ride. Approx 3/8 mile TT course, graded surface.

SUNDAY, MAY 21st, 1967

TT SCRAMBLES at Sprockets Park, located at foot of China Grade near Oildale. Sponsored by the Bakersfield Sprockets. AMA sanctioned. Race sign up will close at 10:30 a.m. sharp with first event at noon.

TT STEEPLECHASE RACE, Capitol Speedway in West Sacramento. Novice, Amateur and Expert will run for 40% of the gate. AMA sanctioned. Practice at 3:30 pm, time trials at 5 pm., first race at 6 pm. Admission \$2.00 for adults, \$1.00 ages 12-16 & uniformed servicemen, under 12 free, Free park.

SAT. & SUN. MAY 27, 28, 1967

MOTOR MAID RUN by Calif. Motor Maids. Call (213) 866-6522 for information.

Aggie Taking 98 Club Reservations for Indy 500

Arrangements have been completed to fly members of the J.C. Agajanian "98" Fan Club to the Indianapolis "500" race May 30, 1967.

Two plans are available. The deluxe Plan "B" includes the airline trip, a \$35 penthouse seat, meals enroute and transportation to the track, with a complete cost of \$235.00.

Plan "A" includes the same accommodations as Plan "B" with the exception of the seat at the speedway. By popular demand Agajanian Enterprises has arranged to have \$15. seats on turn 3. Complete cost: \$215.00. Flight will be via a Boeing 727 Astrojet airliner.

A deposit of \$50 will hold reservations on a layaway plan. The downpayment may be made to the Agajanian "98" Fan Club, P.O. Box 98, Gardena, Calif. For further information phone DA 3-5055 or FA 1-5323.

LATEST STUDY SHOWS STEADY DECREASE IN CYCLE DEATH RATIO

"In recent years motorcycle registrations have increased at a faster pace than has the number of deaths attributed to these vehicles," said an article in the March-April issue of *Inspection News*, a magazine published by the Retail Credit Company.

The article by a Senior Statistical Analyst of the Metropolitan Life Insurance Company of New York, Mr. Robert S. Levin, and Research Associate Jules V. Quint pointed out a considerable decrease in deaths per 100,000 vehicles registered in the period studied. Registrations rose from 412,000 motorcycles in 1955 to 985,000 by 1964. Deaths per hundred thousand motorcycles fell from 151.6 in 1955 to 114.9 in 1964.

The 1966 registration figures are now being compiled and they are expected to tally about 1,581,000 in the U.S. We predict there will be a further diminution of deaths and accidents per 100,000 as more experienced and better motivated motorcyclists carry on the sport.

A breakdown of the type of accidents resulting in fatalities year by year appears nearby.

"These figures show that our safety record has improved conclusively during the past 10 years," says John M. Motley, an insurance agency coordinator who sent us the article.

"While I'm not a street rider myself (the desert is my sport) I am concerned by the do-gooders and political opportunists, that if given a free rein, will legislate our sport out of existence. I believe factual communication and discussion based on data such as contained in this article are effective methods of combating those who intend to save us from ourselves," says Mr. Motley.

KLG Sparks Winners at Daytona

Three victorious competition riders in the recently run cycle races at Daytona International Speedway, flashed across the finish line with KLG Spark Plugs fitted in their engines.

First place in the 200cc Sportsman's Class was won by Howard Vogt of Steel-town, Pa., on a Bultaco; he carried the KLG decal to victory against a strong field of competitors. First in the 78-mile Novice Race went to young Kenny Stevens from Sarasota, Fla., on a 250cc Yamaha Road Racer, tuned by Herb Hitch out of Barney's Motorcycle Shop in St. Petersburg, Fla. Ken, like Howard, also used KLG spark plugs.

In the 100-mile "Open" Race, KLG had yet another first place — Frank Camillieri from Boston, Mass., on a Yamaha, was the first amateur rider to get the checkered flag. He was also fifth overall and way ahead of a great number of expert riders. Frankie, like the other Daytona winner, had high praise for KLG spark plugs.

A check of machines indicated that 94 competition riders who participated in the Sportsman, Novice, Amateur and Expert Races over the 3-day spectacle of speed used KLG plugs.

In the 200-mile National Championship, 18 of the first 20 to finish the race used Smiths tachometers. Winner Gary Nixon and runner-up Buddy Elmore, both on British Triumphs, depended on Smiths instruments and cables, as did the Harley Davidson, BSA and Matchless models that followed.

The Nisonger Corporation of New Rochelle, N.Y., and Los Angeles, Calif., who import KLG Spark Plugs and Smiths Instruments, established headquarters at the famous race course, where their representatives offered technical assistance to a great number of riders and mechanics.

Deaths Among Drivers and Passengers of Motor-Driven Cycles*
By Type of Accident. United States, 1955-1964

YEAR	NUMBER OF DEATHS						Deaths Per 100,000 Vehicles Registered
	TOTAL	TRAFFIC ACCIDENTS				Nontraffic Accidents	
		COLLISION WITH			Overturning, Running Off Roadway and Other Noncollision Accidents		
		Other Motor Vehicle	Fixed Object	Railway Train			
1964	1,132	695	66	14	337	20	114.9
1963	891	544	43	9	279	16	113.3
1962	769	462	34	10	244	19	116.4
1961	702	442	37	5	200	18	117.8
1960	737	428	40	7	245	17	128.4
1959	770	448	34	18	254	16	136.2
1958	665	399	28	12	209	17	127.6
1957	759	438	39	5	258	19	161.9
1956	666	391	33	8	221	13	154.3
1955	625	338	33	9	233	12	151.6

*Motorcycles, motorbikes and motorscooters.

Source of basic data: Deaths, from reports of Vital Statistics Division, National Center for Health Statistics; motorcycle registrations from reports of Bureau of Public Roads, United States Dept. of Commerce.

come to the
DISTRICT 37
★ ★ ★ ★ ★
1967
★ ★ ★ ★ ★
ANNUAL
TROPHY PRESENTATION
Friday, APRIL 21
8 p.m. to 2 a.m.
★ ALL INTERESTED PARTIES ARE INVITED ★
at American Legion Post
15314 Rayen St., Sepulveda, Calif.

Sponsored by the Sprockets Motorcycle Club

APRIL 23
BAKERSFIELD

CALIFORNIA,
ARIZONA & NEVADA
Fourth Annual
TRI-STATE CLASSICS

SCRAMBLES
AT SPROCKETS PARK

located at the bottom of China Grade Loop, near Bakersfield



SEND CHECK OR M.O. with ENTRY TO:
SPROCKETS M.C.
BOX 6132, Bakersfield

REFRESHMENTS!

LOTS OF TROPHIES!!

POSTMARKED BEFORE MIDNIGHT APRIL 12

PRACTICE TIME: Saturday, April 22 12:30-4:30 AMA & District

36-A Rules (3# plates, folding pegs)

PRE-ENTRIES ONLY —

RACES: Sunday April 23 10:30 a.m. til ? \$5.00 Good Both Days.





You'll
always
see it
FIRST
in

CYCLE NEWS

6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Or: Box 498, Long Beach, Calif.
Phone: 423-0431
(Area Code 213)
From L.A. Phones: 636-8844

VOICES

Glutton For Punishment

I have a complaint that ties in with some of your recent articles—Enduros. I ride a "Trail Bike" in the desert and like many of the other 100cc riders I feel we are being shortchanged in both Enduros and races. We pay full entry fees but get to ride 1/4 to 2/3 of the total distance in desert enduros and races. It doesn't cost the promoting club one cent more to let us go the whole way, and it's more trouble for them to have a separate finish.

We have always had to go the full distance in the Greenhorn Enduro and only 3 of us have ever finished—you can bet it was worth it. Last year we beat all the 200cc machines. In last year's Prospectors Goldrush Enduro none of us finished but we beat all of the 250cc "B" riders. Those were endurance runs and we either endured or not, but we were proud that we had competed.

I won the trail bike class on my Honda 90 in the last Cactus Derby but I'm not proud of this trophy. We rode only 1/2 the course and it was so easy I could have done better on a 50cc machine (I hit almost every check early—broken speedo). Earl Roeseler entered the 250cc class on his 100cc Zundapp at the Jackass Enduro so he could go the whole way and get in the "overall" results.

I'll be racing in the "Tiny Bear" instead of entering the Shamrock Enduro this year. Why drive 160 miles, one way, to ride 45 easy miles?

Desert racing is getting to be just as bad—we usually go only 15-30 miles. The only run we were allowed to go full distance last year was the San Gabriel Hare and Hound in November. Some of the clubs give us separate courses and they usually give us more laps and a better race. The only club to give us a decent distance this year was Coachella Valley M/C and that was only 40 miles. Some of us are thinking of entering the 125cc class—of course we would be the class.

I am awaiting the Prospectors' "Goldrush Enduro" and the "Green Horn". Maybe P.M.C. and the Prospectors will give us some credit and let us go all the way. If I could get a sponsor on a good 50cc machine I would try the Greenhorn on it! Whither endurance?

RICK WALDEN
(Trail Bike #4)
Banning

("Maybe experienced leather-bottoms like yourself enjoy the impossible hills and bike-breaking terrain that small bikes would be subjected to if they ran with the big ones, but what about the new desert rider just starting out? For him it would be more frustration than fun. We hope to encourage more clubs like the Shamrocks to consider the novice riders too when they lay out a small bike course. Big bores and 250's need one kind of course (steep hills, fast terrain and power situations) which the trail class just couldn't navigate. They might even get in the way.")

MOON SHOT

Cycle News is unbeatable when it comes to motorcycle racing. However, you made a few slips with your moon picture on the cover of the "Cycledelic" issue. I am employed by the Jet Propulsion Laboratory in Pasadena as Data Processing Project Engineer for the Lunar Orbiter Project (Translated, that means that I am responsible for the IBM computer programs which control the mission.) Because of my work I recognized the picture instantly.

First, the picture was not taken by Explorer II but by Lunar Orbiter III in late February. The prominent crater in the center of the picture is Kepler; it is about 20 miles across and more than a mile deep. The one due right of it is Kepler A.

One other comment—the small cratered area in the lower right corner has apparently been edited. It belongs at the bottom left of the original picture.

However, your issue was enjoyable. I look forward to receiving every issue of Cycle News.

SKIP NEWHALL
Altadena
("That's Cycle News for you Skip. We even edit the moon!")

ANY COMERS?

It has come to my attention that there will be a National Championship Enduro in Forest Hill California on April 23, 1967.

Well, I was asittin' out on my "chair" t'other day, and a bunch of our native hack riders tol' me of a kinda challenge they wanted heerd. They sat they will beat any sidecar at this Enduro that has nerve enough to show up with their rig. Knowing there ain't a rider team around out of Southern California, that is worth worrying about. They figured maybe frozen Northern California, or an out of stater might be ready to get used for traction up there.

They figured they are just too dern slick to get beat in the sand, so they want to try some tree smashin' and mud sloggin'. By the way, we got us a little bitty two stroke outfit in the grip, that reckons inches ain't the answer, and they say there ain't skeered of no big monster machines.

Wonder where all them Jack Pine hacks hide out the rest of the year? Sure be nice if they'd meet our fellows somewhere out here, so we could pick up some pointers.

Gotta go now, but if any hack from San Diego on, or Ventura north, Bakersfield out, or Hawaii wet, wants to wager a jug or something...let us know. We're ready!

Expectantly.....
RED MOUNTAIN RALPH
(hissself)
General Delivery
Red Mountain, California
I WANT IN

Please send me information on the AMA, on how to join. And also District 37 in California — Riverside mainly. Thank you.

RICHARD SMITH
Bloomington
("To join the AMA, send \$2.00 to: American Motorcycle Association, Worthington, Ohio. For information on District 37 sporting events contact Jean Carter, President Dist. 37 Sports Committee, 15543 Nordoff, Apt. 4, Sepulveda. To join a club in your locale—whether your interests are competition, road riding or purely social—check the listings in Cycle News' once-a-month Club Directory.")



THE RUMOR MILL

WOULD YOU BELIEVE?

...That a new lightweight 750cc, Norton-engined scrambler will be introduced to western riders April 15.

...That the wedding of a noted drag racer that was supposed to take place at the Irwindale strip was postponed indefinitely, leaving preacher, tv camera crews and 24 pounds of rice waiting at the church, so to speak.

...That the elections for the new AMA Congress are scheduled to take place by this October.

...That land for the proposed new scrambles school has been offered and now the call is out for skilled comp riders to work as paid instructors one or two days a week.

...That Sonny Angel, the famous special builder, is putting together a very special experimental motorcycle that you'll be hearing more about.

'THE VOICE OF CALIFORNIA'

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By Chuck Clayton

NECKBREAKER DISCOVERED IN SEATTLE

A newspaper clipping sent to Cycle News by northwest correspondent Vic Ebbutt tells of another young cycle rider killed by a cable stretched across a road.

Quoting from the Seattle Times, March 27, 1967 page 9, "Dennis C. Cooke, 16... was killed when he was thrown from his motorcycle after the cycle hit a cable stretched across a road in Kent about 6:40 o'clock last evening.

"State trooper Terry Drews said Cooke was westbound in South 204th St. near 28th Ave. South when his motorcycle struck the cable, used as a barrier gate across the roadway. He slid 32 feet on the gravel road.

"The youth was dead on arrival at 7:28 o'clock at Burien General Hospital.

"The cable was stretched where the street dead-ends. County officials said that a nearby resident had been given a "trail permit" which gave him the right to use the right-of-way beyond the end of the street.

"The permit did not give permission to erect a cable, the officials said.

"His death raised the 1967 county traffic toll to 49...."

I think it is high time that the people in our sport who claim to be spokesmen spoke out about this carnage that is allowed to continue on our streets and trails.

A few months back we reported a similar death of a young boy, also only 16 years of age, who was trapped and killed by the deceptively innocent chain or cable "gate" erected by so many unthinking landlords. These deaths are counted as traffic deaths to the detriment of statistics about our sport. It behooves those who worry about such statistics to petition their legislators for laws to control and regulate the insane stringing of mantraps on trails.

How many more kids will have to die before we have laws to prevent people from breaking our necks?

It does little good for grieving parents to sue thoughtless landlords for creating what the law calls "attractive nuisances" when the law fails to recognize chain and cable gates as dangerous.

Both of the deaths we reported occurred in late afternoon when shade obscured the barrier. THESE THINGS SHOULD BE CLEARLY MARKED. They should carry a brightly painted sign that it is visible day or night. A large warning sign should be placed at least 100 ft. from the barrier on the approach from either direction. Let's see one of those legislators who professes concern about motorcycle fatalities get off the helmet-and-crashbar kick for a moment and throw his influence where it can do some good.

TT At San Gabriel Valley

Eddie Mulder of Burbank, 1966 American Motorcycle Assoc. national champion, will lead a field of nearly 200 riders in the year's first AMA steeplechase TT races at San Gabriel Valley Speedway in Irwindale Saturday night.

Mulder will be hard pressed to beat several of the nation's top riders, including Skip Van Leeuwen of Hollywood, Dan Haaby of Gardena, Dick Dorresteyn of San Pablo and Dick Hammer of Lakewood.

Other top contenders include Eddie Hammond of Lynwood, Rich Thorwaldson of West Los Angeles and Swede Savage of San Bernardino.

The motorcycles race inside the paved track, on a specially engineered steeplechase course which has both right and left turns and features two jumps on which riders become airborne for 20 to 30 feet.

San Gabriel Valley Speedway is located on Rivergrade Road, three miles north of the San Bernardino Freeway and just east of El Monte.

TV Coverage Of H & H

Television viewers will have an opportunity to watch desert motorcycle racers bounding over rocks and sagebrush in a championship hare and hound soon to be produced by the ABC-TV network.

The race to be filmed is the Pacific Southwest Championship Hare and Hound, sponsored by the Victors M.C., and scheduled for April 9 at Lucerne Valley. Billed as the biggest hare and hound since Big Bear, the event will be run off in two 45-mile loops.

Sometwenty cameras will be stationed at critical points throughout the course and overhead coverage of the progress of the race will be recorded by a cameraman located in a helicopter.

The action will be filmed by famed surfing movie producer Bruce Brown and later condensed into a half hour movie for the District 37 film library.

Daytona Dollars

Gary Nixon netted \$4,975 for his record breaking win on a factory prepared Triumph at the famous Florida road course. Buddy Elmore, who finished 12 seconds behind Nixon on another factory Triumph picked up \$2,200. Total AMA award money was \$15,750.

"Beautiful, just beautiful," was how jackpot winner Nixon summed up his 98.23 victory. Winner of a 100 mile race for 250s, the previous day, when he raced a Yamaha, Nixon added: "It was a good ride and I'm not tired. My rump is a little tender. It took a beating on the bike seat these past two days.

CALIF. SCHOOL GRADUATES First Cycle Class

On a rainy morning last Saturday, the first class in the Downey Adult Education motorcycle rider training program got its diplomas. Twenty-four students successfully completed the 12 hours of professional riding tips conducted by instructor Bob Vance. Half of the class had never ridden motorcycles before. All the learning was done on bikes contributed by U.S. Suzuki. J. Edwards donated ten of their fine helmets to the class.

Among the Students were several father-son, father-daughter combinations, bearing out the contention that motorcycling is a family sport. Each received a certificate of completion, sanctioned by the Calif. Department of Education. The course is the first one to be approved by the state.

New Class Signing Up

On April 8 a new class will begin. Sessions are held Saturday mornings, three hours each for four weeks. Students need not be residents of Downey to enroll. Cost of the course is \$7. If you know of anyone who wants to learn to ride right, he or she can apply by calling the Downey Adult Education office, Mr. Chester E. Sutton, Director, at 923-6711 or the Downey Police Dept., Lt. Childers, TO 1-0771 ext. 51.

PROPERTY OWNER ASKS CYCLE RIDERS TO AVOID HER LAND

Miss Grace E. Anderson requests that motorcycle riders avoid her high desert property when laying out desert runs. She fears that "if this is done repeatedly it could produce washes." Until the District 37 Sports Committee is able to convince Miss Anderson that her property will not be damaged by cycles riding over it, District President Jean Carter requests that clubs and fun riders stay out of the area near Hi Vista bounded by 210th St. on the West, Ave H on the North, 220th St. on the East and Ave. I on the South. We thank you.



QUESTIONS AND ANSWERS

By the
Answer Man

Send your questions to The Answer Man, Care of Cycle News, Box 498, Long Beach, Calif. Sorry, volume of mail does not allow us to send individual replies.

QUESTION: What changes if any, can I make in my engine to run at Bonneville and maintain a stock classification? J.P.—Altadena.

ANSWER: Any change such as compression, cams, porting and etc., is quite legal as long as there are no alterations to the engine's original design, such as changing from push rod to overhead cam system. You must also maintain original displacement with no more than .040 overbore.

QUESTION: I have been running NGK plugs but wish to change to another type. What is the equivalent to B9E in other brands? W.W. — Pomona.

ANSWER: Autolite-A6603, Champion-N-57R, Lodge-RL49, KLG-FE280, and Bosch-W31OT 17.

QUESTION: I am 15 years old and own a Hodaka. I am interested in competing in Hare and Hound, enduros, trails and maybe Moto-Cross. I would like to know how to get a number. Do I need an A.M.A. or some other type of license to compete? I am going to start mixing castor oil with my gas and would like to know what gas to oil ratio I should change to. I am now using a 20:1 ratio with RPM S.A.E. 30 oil.

What is the difference between hare scrambles and regular hare and hound?

What is meant by bore and stroke, torque and oil dampened springs? How do you pronounce Husqvarna? B.K. — Burbank, Calif.

ANSWER: To obtain a number and compete in any event of the type you describe, a membership to the A.M.A. will be required and if the event has prize money awards, you will need an A.M.A. competition license. A purchase of the said license will give you a number in the A.M.A. competition ranks.

The recommendation for a castor oil and gas mix ratio will vary from 20:1 to 53:1. I suggest that you run 40:1 or greater for competition. Be prepared to tear down your engine's upper and for carbon removal quite often. Some riders do this after each day of the engine's running.

The major difference between Hare Scrambles and Hare and Hound events is that scrambles are on a closed course of approximately five to ten miles, while the Hare and Hound is held over any course, preferably cross country at least 40 miles in length.

The bore of an engine is the diameter of the cylinder hole in which the piston travels. An engine's stroke is the distance a piston travels from top dead center to bottom dead center.

The torque of an engine is a reaction force equal and opposite to the crankshaft rotation. The entire engine tends to rotate around the crankshaft. This force is measured in ft. lbs.

Oil dampened springs are ones enclosed within a housing that incorporates oil for hydraulic dampening. The oil may be forced through small holes or slots, controlled by valves made of balls or discs and closed by springs. The control of oil flow slows the springs' movement and they are thus referred to as oil dampened springs.

Husqvarna: Husk-var'-nuh.

QUESTION: The slide in my carburetor is constantly sticking. What can be done to correct this and what caused it? B.D.—Canoga Park, L.A., Calif.

ANSWER: The common reason for a sticking slide is the warping of the carburetor. If the mounting studs or bolts are tightened unevenly and the engine becomes hot, the carb body will distort from its correct shape. Even when cooled down the carburetor does not return to normal.

I believe the only correct way to cure this is to purchase a new slide or apply a thin coat of wax gilt "mfg. by Connoisseur Studio of Louisville, Ky. and obtainable in art stores," to the old slide. Placing the slide in the carburetor and working it up and down will reveal the points at which contacts are made between the carburetor and slide. With a piece of fine emery cloth the slide may be buffed down to a working tolerance that will prevent future sticking. Do not rely upon the signs of contact on the old slide before applying gilt, because many of the marks may have been caused by small pieces of grit or dirt that became wedged in the carb's barrel and caused the scoring marks.

If the carburetor is warped severely enough to cause contacts at more than half the "barrel's" diameter, then purchase a new carb or replacement part.

QUESTION: I have read many books on motorcycle maintenance and most of them were written and printed in England. In these books they recommend paraffin as ideal for cleaning engine parts. Paraffin is a wax, how do they use it?

ANSWER: Our definitions of the word Paraffin are different. In England kerosene is called paraffin, here it is a wax as you mentioned. So, of course use the kerosene for that is what they mean.

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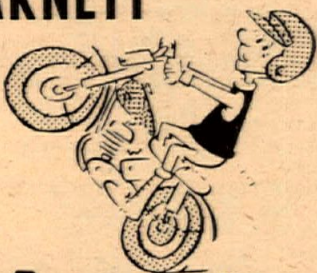
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SHAMROCK'S ENDURO

By John Shedd

FROM DESERT SAND TO MOUNTAIN SNOW

If we should thumb the pages of Webster's dictionary to the letter "E," we will find the word "endurance." Webster says that this means the ability to last, continue or remain. I am quite sure Noah didn't have a motorcycle endurance run in mind, but a better description he could not have found.



Here's how non-licensed bikes can legally cross highways -- go under them.

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JIM SAITONE -- 360 MAICO
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360 Scrambler — Lights,
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2815 W. Olive, Burbank, Calif.

These three attributes are the essence of a motorcycle enduro. When you sign up for this type of motorcycle sport, you and your machine must last for quite a few hours over many miles of very difficult terrain. No matter what you encounter, you must continue on and do your best to see that you and your machine remain in one piece.

The seventh annual Shamrocks enduro produced more than 104 teams; made up of some 400 riders who felt they could endure all that the Shamrocks, the desert and the mountains had to dish out. In 1966, there were less than 200 entries for this run and only eight of these were trail bikes. This year, the number of trail bikes took a big jump. There were more than 100 entries in this class. The Shamrocks said that a large number of these small bike riders were making their first enduro attempt.

Slush & Snow

The course was laid out quite well and included many varied and difficult riding conditions. The marking of the course was excellent and gave the new riders a good break for their first run. The Shamrocks were out at dawn laying out and marking the run. The rain, which didn't stop until late Saturday night, prevented any of this from being done the day before. The rain was an advantage to the riders, because there was absolutely no dust. Not only was the absence of dust a bit unusual, but even more unexpected was the presence of snow. When the Shamrocks marked the second loop in the early morning hours, they found themselves knee-deep in snow as they topped the mountains. By midday most of the snow had melted, but the riders found a bit of slush to muddy things up for them.

First Loop

Since the Shamrocks had a much better turnout than they expected, they formed several teams with as many as six riders. Three riders is usually the norm for one number, but the Shamrocks managed six quite smoothly. Shortly before 9:00 a.m., machines and riders began to form a line in a drainage ditch which paralleled Highway #14, fifteen miles north of Mojave at Cinco's Restaurant. Many spectators lined both sides of the gully, awaiting the start. At 9:01 the first team pulled out. The riders proceeded north alongside the highway for about 500 yards and then turned right and walked their machines across the highway. The first loop covered about 45 miles, and it was the only one required for the trail bikes.



Recent rain made for ideal desert riding. Plenty of traction and no dust.



Rider pauses at checkpoint to have his card stamped, hopefully not too early and not too late.



It's wise to travel in pairs, to pace one another or offer assistance if needed.



Two ways of traveling downhill -- some prefer to walk their mounts.

Photos By John Shedd

This loop was considered by some the easiest of the three loops that the big bikes would run. It led the riders in an easterly direction across the flat desert and south along the ridges of Castle Butte. It was about a two hour run, and the first bikes were coming in as the last ones were disappearing in the desert.

Curious Motorists

The returning riders again crossed the highway and then started on the second loop. This loop ran south along side the highway for about a mile, before it cut in toward the Tehachapi Mountains. I think perhaps many a Sunday motorist was quite surprised to see so many motorcycles buzzing alongside the highway. Many of them parked their cars and got out to watch. The riders crossed the open desert to the base of the mountains, where they picked up a dirt road, leaving them to the peaks. It was on this loop that the riders encountered the slush and mud which splattered them and their machines. This loop also had a sliding board type downhill section, which was the first of three to be encountered on the last two loops.

The end of the second loop meant ch.v time and a little rest before the final run. There was the usual rider chit chat over lunch, and the steep sandy downgrade was a favorite topic. There was much joking about it, and one rider even swore that it was so steep that it turned back under.

Last Loop

On the final loop the riders headed straight for the mountains in a north-westerly direction. After hopping across a few ridges, they found another steep downgrade as they entered Jawbone Canyon. After crossing the canyon, the riders again climbed the mountains and followed them to Bedrock Canyon. Here was the third and perhaps the longest and most difficult downhill grade. The sand was soft and deep and the grade was long and steep. At the bottom of the sand hill was an enormous drainage culvert which the riders used to pass underneath the highway. At this point, the run doubled back south for the finish at Cinco's Restaurant.

As each rider checked in at the finish, there was a smile of satisfaction on his face. Even an old pros feel a sense of accomplishment after 125 miles of rugged country, because sometimes even they cannot endure. And endure they must, because that's the name of the game.



Well, whaddaya know -- Shamrocks Enduro lured 400 machines to this year's event as compared to 175 a year ago. Trailbikes number 135 this time, only 8 in '66.



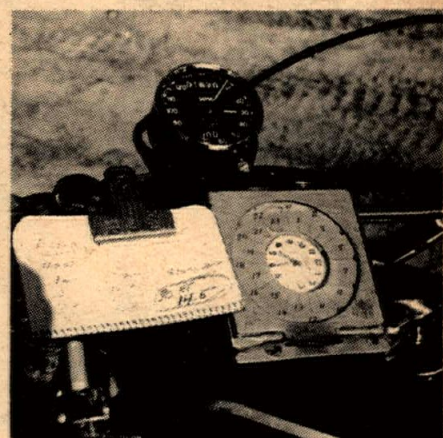
The course wound through deep sand ...



... and under a railroad trestle.

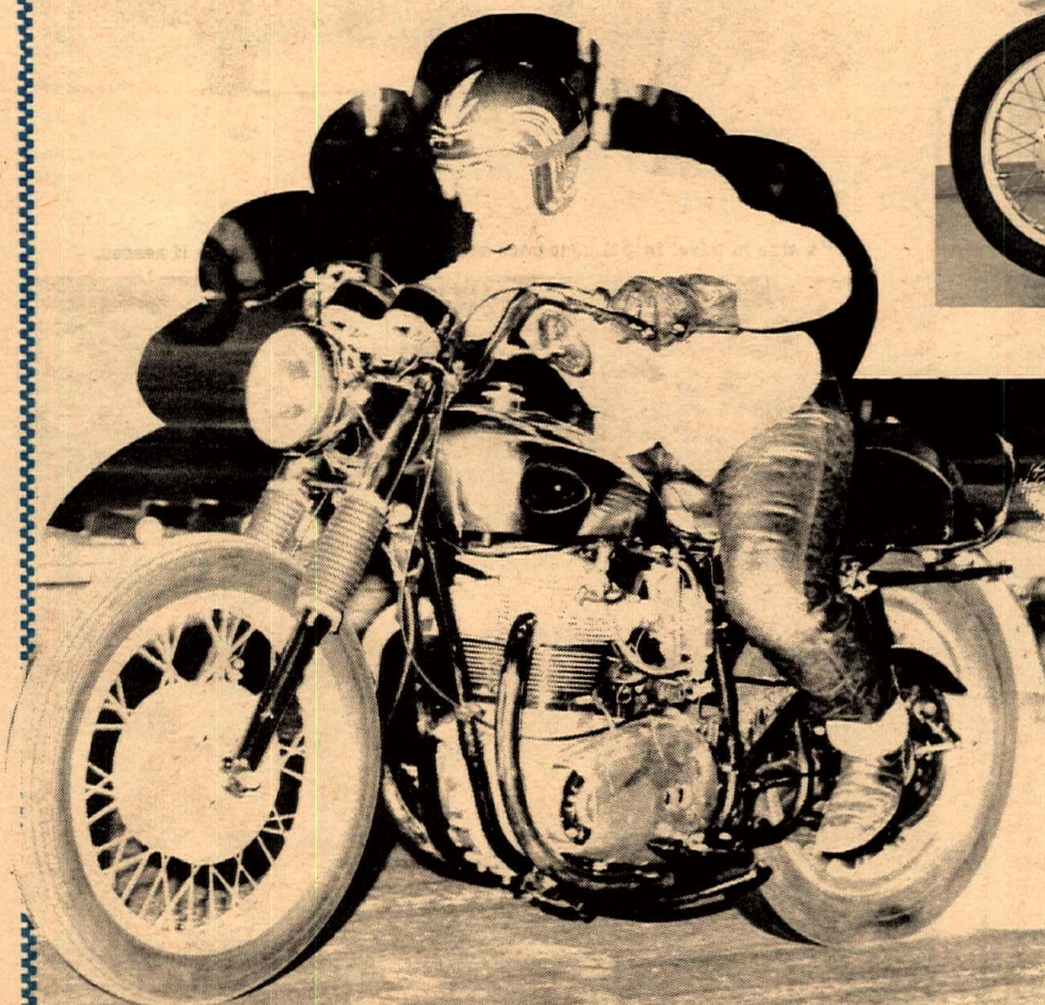
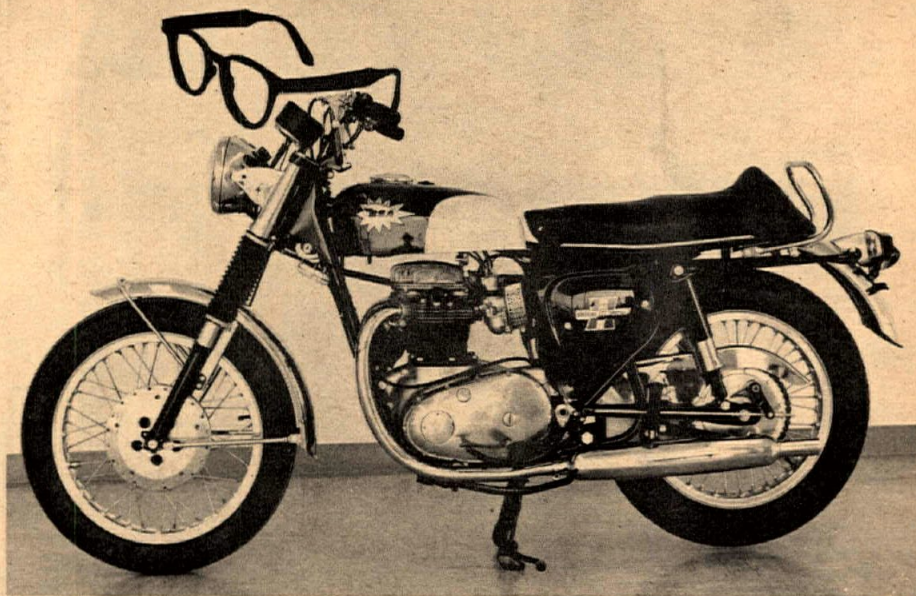


Follow the leader on a steep downhill section.



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TRAIL BLAZERS REUNION FEATURES JOE PETRALI



THE 30TH ANNUAL TRAILBLAZERS MEETING-BANQUET
RODGER YOUNG AUDITORIUM
MARCH 25, 1967
THOMPSON PHOTOGRAPHY
LOS ANGELES
C 583-1

A famous name rider of the past was singled out for acclaim by 150 or so early day motorcycle fans at the annual Trailblazers Banquet Saturday night March 25. Joe Petrali, record-setter of the board tracks, hillclimbs and Daytona Sand circa

1930 was eulogized by Earl Flanders, reading from a list of his exploits at the Rodger Young auditorium in Los Angeles.

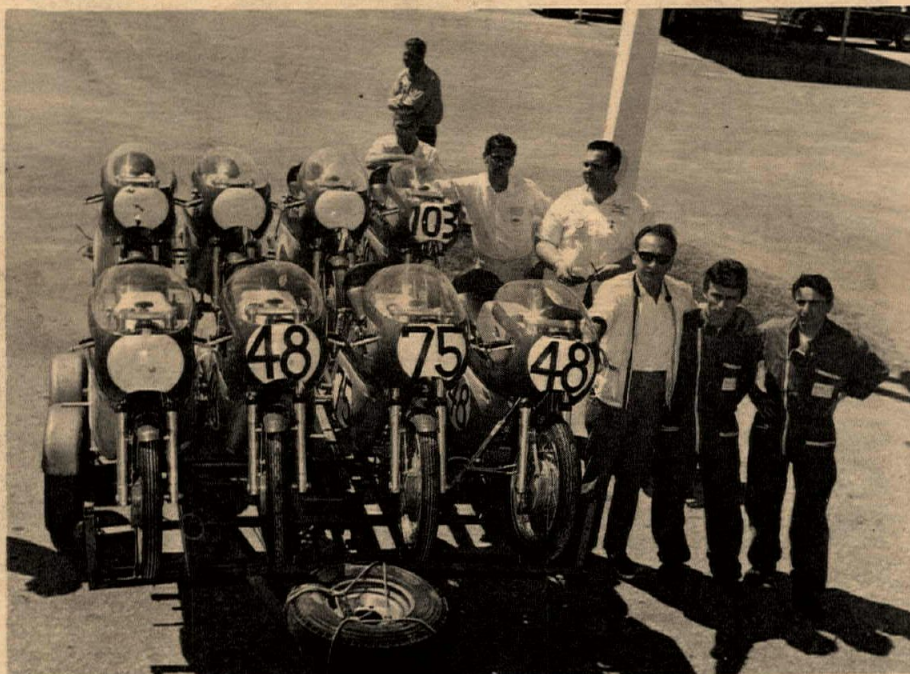
Floyd Clymer was unanimously re-elected President of the banquet-and-bench-racing society and Jim Underwood was re-elected treasurer.

A pair of magnificent old Henderson four-cylinder motorcycles was on display to help start the memories flowing. California's oldest motorcyclist, master-builder Earl LeMoine attended. Mr. LeMoine owned the first motorcycle in California, a 1901 Orient.

This photo shows most of the members (the camera couldn't catch all of them) who attended the 30th annual Trailblazers' banquet, held at Rodger Young Auditorium in Los Angeles on March 25, 1967. At the speakers' table, from left to right: antique motorcycle collector Herb Prentice; Col. Art Goebel, early motorcycle racer and first aviator to fly from the U.S. mainland to Honolulu; 82-year-old Earl LeMoine.

AMA DUMPS DAYTONA DUCATIS

Watching the greatest road race in the Nation is an unparalleled thrill to the spectator but to the entrant who is forbidden to race, the whole spectacle can almost make one's eyes moist.



Biggest disappointment among a great number of competition riders in the 250 and 350 category at Daytona this year was the AMA's refusal to pass these beautifully prepared Ducati road racers. Disappointed members of the Berliner staff shown above include Michael Berliner, Bill Black, Ken Smith, Jerry Clement, Italian Champion Franco Farne and his mechanic Carlo Borletti, and John Dopp.

Mike Berliner, vice-president of Berliner Motor Corp. (U.S. Distributors for Ducati) and his group of riders, which includes Italian champion Franco Farne, knows that better than anyone.

His racing team had to watch the 1967 Daytona running from the grandstands. The machines entered by the Berliner group were disapproved by the AMA competition committee because "changes made in the valve operating mechanism have changed the basic design of the Ducati engine previously approved for AMA Formula C racing." The AMA said that the basic change was the elimination of valve springs which, in effect, makes the Ducati a desmodromic valve engine.

Berliner, who had brought five Ducatis to Daytona for the 250cc 100 mile race and three for the 200, branded the AMA ruling "unjustified and unfair."

Committee Split

It was reported that the AMA committee vote on the legality of the valve-actuating mechanism was split. Earlier the AMA had faulted the forks in the Berliner entered motorcycles as not being production.

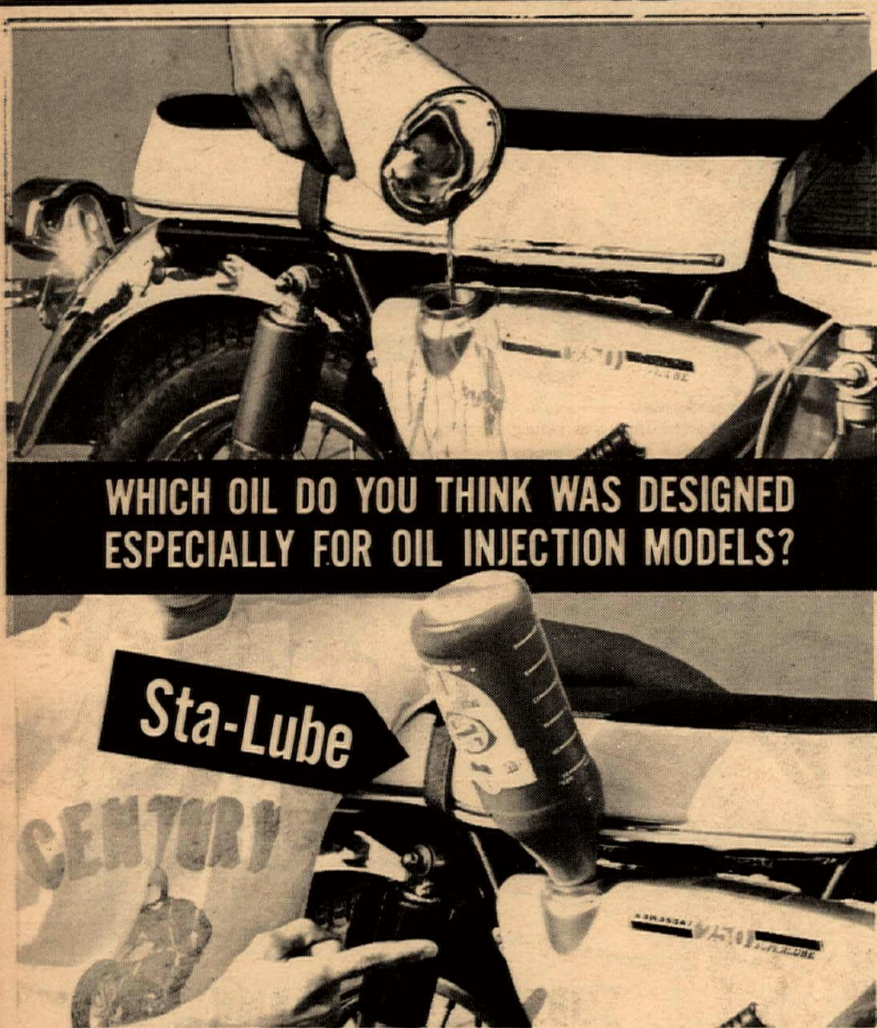
"My only interest is to promote motor-

cycle competition," said Berliner. "However, the committee has been against us for years. The fork in the Ducatis is interchangeable with any machine since 1958. We have spent thousands of dollars to fly these eight machines from Italy and we had been told we could compete at Daytona.

Jim Tagaris of Denver, Colorado, member of the AMA competition committee, said he had certification from the Ducati factory in Bologna, Italy, that the Berliner entries were "standard production." "These Ducatis are legal as some of the other machines running on the track," said Tagaris. "Personalities entered into the competition committee ruling against the Berliner Group."

Unofficially, the reason given for disallowing the Ducatis was that they had not submitted proof in time that the machines were production models available in quantities of at least 100 in the U.S.

Riders for the Berliner team which was ruled out are Jim Hayes, Bob Aldous, Franco Farne, Buster McCreary, and Ken Hayes. They were all entered in the 250cc race. The two Hayes and McCreary were also entered in the Daytona 200.



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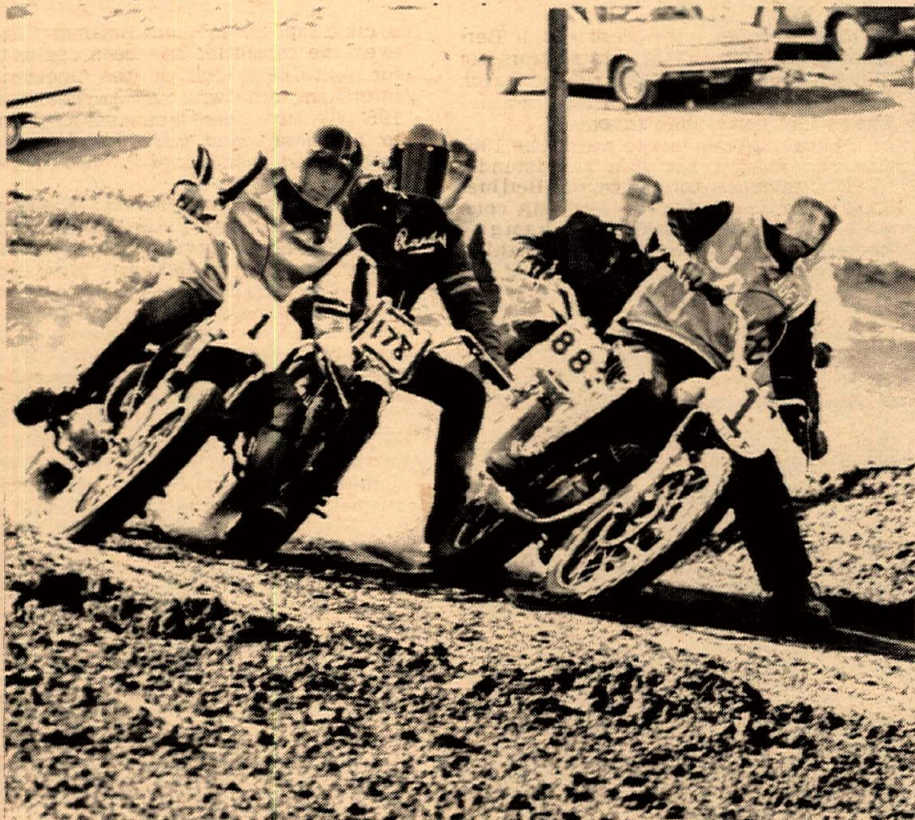
Larry Shoemaker (73) is about to nail two unsuspecting competitors in a Bay Mare sweepstakes. Determination paid off for Larry as he breezed to the 650cc class win ahead of Al Rollins and Don Burch.



Number one lightweight ace Jay Carter showed himself to be a master of style but managed to get only third place with his Bultaco.



Star of the 350 Novice event was John Wiley who pushed his Honda to a well-deserved victory. Lurking in the background, waiting for somebody to make a mistake, is third place finisher Jerome Wahl (27-A).



A variety of cornering techniques were seen in the hotly contested 250 Expert bash. Joe Brown (1-F) powered his way into the lead, much to the dismay of the rest of the herd. Wayne Schmidt took second and Jay Carter (1) third.



Leader of the 90cc tiddlers was David Sprayberry (6-B).

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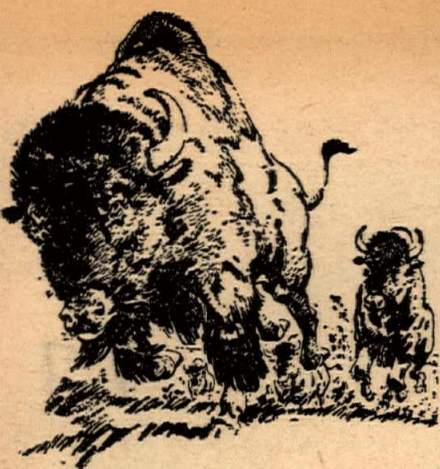
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CYCLE OFF TO CALICO



Calico, California was a warm oasis in the stormiest week we've had around these parts what with the rain and all. Five to seven hundred of the hardy thousands of motorcycle road riders hereabouts rode their bikes to the little silver mining town, reconstructed by Knott's Berry Farm in the Barstow Desert.

Highlight of the April 2 outing was the annual Buffalo Feast, dished up by three dedicated Triumph dealers, Dave Mason, Skip Fordyce and Ed Kretz. Buffalo steak is a rarity these days and it's a pity, for the meat is very tasty. Mason, Kretz and Fordyce, aided by family and employees, serve the feast like a real western dinner. It is pleasant to dine like the pioneers in an authentic early setting, after a hardy trip across the desert upon a two or three-wheeled steed.

Club colors from Las Vegas to Ventura and every place in between were seen. Some of the people were lucky enough to win door prizes ranging from helmets to bungee cords contributed by the industry.

Next year, if the supply of buffalo holds out, we hope that we'll again get to shake off the pressures of urban life and dine on bison in colorful Calico with all the rest of our favorite folks. We suggest you make it easy on uncle Dave, cousin Skip and brother Ed by requesting your share of the next buffalo right about now. You can reserve tickets to their annual Trout Fry in October while you're at it.

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ASCOT —

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IT'S THAT TIME OF THE YEAR AGAIN AS THE FLAT TRACK RACERS SWING INTO AN EVERY FRIDAY NIGHT RACING SEASON WITH THE FIRST RACE GOING AT THE ASCOT PARK ON FRIDAY NIGHT APRIL 7. AMONG THE GREAT NAMES GOING FOR THE TRIUMPH J.C. AGAJANIAN WILL BE THE FOUR-TIME PACIFIC COAST KING AND PERENNIAL WINNER OF THIS ORNER.



A Friday night fixture in Southern California, the professional AMA flattrack campaign begins its tenth exciting season at Ascot Park on April 7. Fresh from the most successful year of two-wheeled racing in Southland speed annals, over 100 Novice, Amateur and Expert class riders are expected to turn out for the initial half-mile go of 1967.

The 18-event inaugural, promoted by J.C. Agajanian, starts at 8:15 p.m. Practice — at 7:00 — will find riders touching wheel to clay for the first time in six months.

Favored over the field is perennial Ascot high-point champion Sammy Tanner, the famed "Flying Flea." Tanner, who piloted the C.R. Axtell BSA to his fourth season title last year, is aiming for the all-time dirt track win record in 1967.

Tanner's strongest challenge could come from young Triumph rider Gene Romero, one of the brightest all-around prospects in years. He shines in TTs and road racing as well as flattrack.

Other strong threats include Ralph White, Dan Haaby, Elliott Schultz, Chris Draayer and Mert Lawwill. Big purses lure Draayer to Ascot from Salt Lake City each week; Lawwill commutes from San Francisco.

Brands of big bikes involved in the brake-less weekly action include BSA, Triumph, Harley-Davidson, Royal Enfield, Matchless, Honda and Velocette, while even more makes are represented in the 250cc Novice division. Shiny-new paint jobs and brightly-hued leathers will add additional lustre to the opening night spectacle.

Something For Everyone

Ten years have brought a remarkable change in the Ascot Park racing facility. Originally built as a half-mile in 1957, the track now features five separate courses, making it the most versatile operation of its kind in the United States.

The 5/8-mile TT Steeplechase course and jump were added in 1958, followed in 1961 by a regulation quarter-mile utilizing a portion of the front straightaway. New banks of lights were also installed — one set for the half-mile, another for the quarter-mile. Then came the Figure 8 course in 1963, and finally the third-mile Novice TT track in '65.

Color TV coverage of various Ascot events brought even more changes. The entire plant has received a fresh coat of paint for the new season, including bright yellow and black for the half-mile crashwall, and red, white and blue for the quarter-mile fence. Each section of the 10,000 capacity grandstand is painted a different pastel shade, and multi-colored flags fly in abundance.

Palm trees and lakes (complete with ducks) add to the busy infield picture, one that is viewed by a quarter of a million TV sports fans every Sunday night. Shown on KTLA Channel 5 from 8:00 to 10:00 p.m., the program is luring many new spectators to see the races in person.

More To Come

Ascot Park's owner, Harry Schooler, has even more improvements planned. A new entrance is slated for the convenience of fans who prefer sitting in the south turn, and the entire parking lot will soon be paved.

See you at Ascot!



Startled expression on George Holland's face shows that he is about to lose it as eventual winner Dale Graham (85-F) calmly sizes up the situation.



Triumph-mounted Jim McCracken (12) points out the proper line to 650 Experts Earl Bachant (11) and John Fraser (42-L). McCracken kept the lead from start to finish.



Second place winner Richard Brown (7-M) and fellow 650 Am. competitor sure rode beautifully together. Too bad they weren't a team entry! Has anyone told them the Victor McLaglen Motor Corps is taking applications?



Stan Anderson showed the rest of the guys what "hodakability" was all about by winning the 90 Amateur Main.

FRESNO SCRAMBLES Finally Happen... IN MADERA

Report & Photos by John Ramos

Fresno Motorcycle Club members recently lost their hometown race track, due to rezoning of the property. Undaunted, they scheduled their March 19th scrambles at the Madera County Fairgrounds. On race day — after week-long intermittent rain — the skies were clear and the weather mild...but the race track was too wet.

To the rescue came the Madera Braves M.C. Saving the day for over 100 riders and six times that many spectators, the Braves donated their race track and equipment to the Fresno club for \$1.00, and even prepared the course for them. Such sportsmanship spurred everyone on... to an exciting day of racing.

All classes from 90cc to 650cc were represented, with close contention in each category.

In the 90cc Novice Main, rider #75v led going away until the last lap...when a disastrous hole appeared in his piston. Bridgestone-mounted Jerry Clark, who had been running second, took first ahead of David Miller (Honda 90).

Two riders led all the others in 90cc Amateur action. Stan Anderson was never headed, but runner-up Ed Short tried hard and kept the outcome in doubt to the checker. Both men were mounted on 90cc Hodakas.

It was Montesa, Honda and Ossa playing follow-the-leader in the 175cc Novice Main. Bill Ezernack came out on top, holding off the challenges of Mike Middleton and Dick Plowman.

Nip And Tuck

The 200cc Novice/Amateur Main turned out to be one of the best races of the afternoon... and they were all good. Leaping into the lead at the start was Arnold Tull (Bultaco), and he stayed there for three laps, withstanding the pressure applied by fellow Bultaco riders Dick Lathrap and Guy Smith. Finally Lathrap nosed ahead, and so did Smith; all three men were still running very close. With only one lap remaining, Lathrap went wide, Smith zipped by and went on to take the win — a well-deserved victory indeed.

Hard luck rider of the 250cc Amateur/Expert Main was H-D mounted Don Harms. After leading for three laps he lost his chain. That left the race up for grabs between Bob King (Bultaco) and Tod Sloan (Montesa), with King eventually taking the advantage. Harms, a never-say-die type, managed to get his chain back on and finish seventh.

There was no doubt about the winner of the 250cc Beginner's Main — Rodney Morton led confidently from start to finish on his Montesa. (His serene attitude

may stem from the fact that he comes from Tranquility, California...honestly.)

Good rides were turned in by all three front-runners in the 500 Novice/Amateur Main. Triumph-mounted Lammie Mayes held out for the win ahead of Gary Gibbs (Triumph) and Wayne Chase (H-D). Gibbs did a fine job considering he had no practice (because of trouble finding the track), and Chase was impressive on the short course with his big Harley.

Missed A Shift

In the 441cc combined Novice/Amateur/Expert event, a hard-fought battle took place between Wayne Sumner and Tody Emler, both on BSAs. Though Emler led for 4½ laps, Sumner was never more than five feet behind, and when the leader missed a shift, that was all it took. He wasn't leading any longer. Rick Elisarrasas (BSA) got up for third.

Leading all the way, Clinton Howe sewed up the 650cc Novice Main on his Triumph. And only the week before, it was Clinton who was sewed up. He fell and cut his hand at Bakersfield, requiring stitches. Triumph riders Richard Brown and Ron Clawson rode hard for second and third.

Eager Jerry Landry jumped the flagman and led for two laps of the 650cc Amateur Main, then fell. Although he remounted and finished seventh, cooler heads took the front-running positions. Keith Thomas, smooth and steady, did a beautiful job of winning, and Richard Brown held off Ron Clawson for second. They all rode Triumphs.

At the start of the 650cc Expert Main, Jim McCracken pushed his Triumph into the lead, and stayed there. But plenty of action was taking place behind him. John Fraser and William Hill became involved in a fierce private battle for second, so involved in fact that wily Earl Bachant managed to whiz them both at the finish.

Hooray For The Braves

Thus ended a most enthusiastically-fought program of races and, again, thanks to the Madera Braves M.C. It couldn't have happened without them.

(Results on page 16)



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AFM AT WHITEMAN

Undaunted by a diminutive entry list and threatening clouds, the AFM boys put on a well-run and exciting race for the few spectators that weren't afraid to brave the possibility of a downpour Sunday.

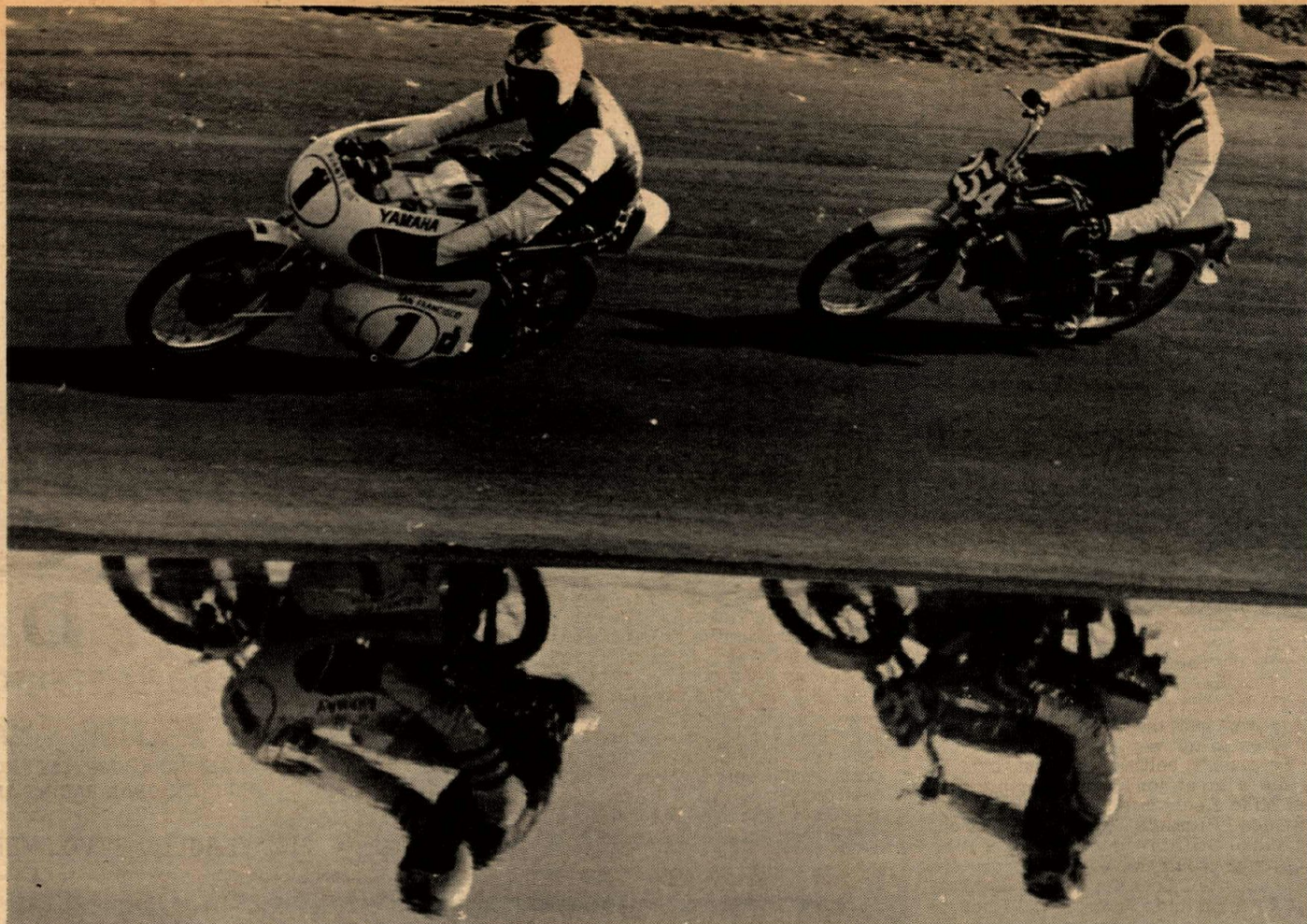
Showing all others around the Whiteman course, which now features a continuously banked north turn, was San Mateo AFM ace Ron Grant. Grant showed himself to be the star of the day by winning three out of a total of six solo events and placing second in one.

The unofficial "King of Whiteman," Ron Pierce, couldn't stay on his throne for this event and spent most of the day chasing Grant's tailpipes. Pierce did a most creditable job, considering the fact that he had to use his showroom-stock pit motorcycle for competition. His regular macadam machine left him in a lurch, leaving Ron no alternative but to use his utility Yamaha for the race.

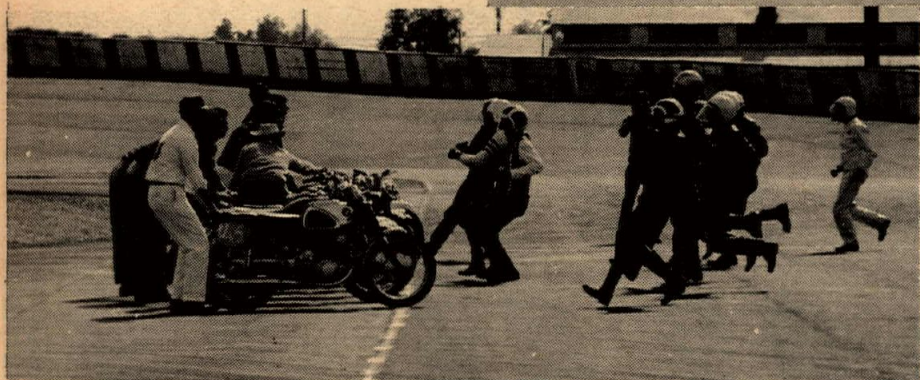
AFM president Jim Manning mustered enough courage to ride passenger for fearsome "Crash" Roesch in a special sidecar exhibition race against the team of Parti and Ridyard.

The concluding event of the day was another exhibition race composed of all the machines remaining in the area at the end of the day. Kawasaki-mounted Steve Pederson emerged the victor, taking home a magnum of champagne as prize for his win.

(Results on page 16)

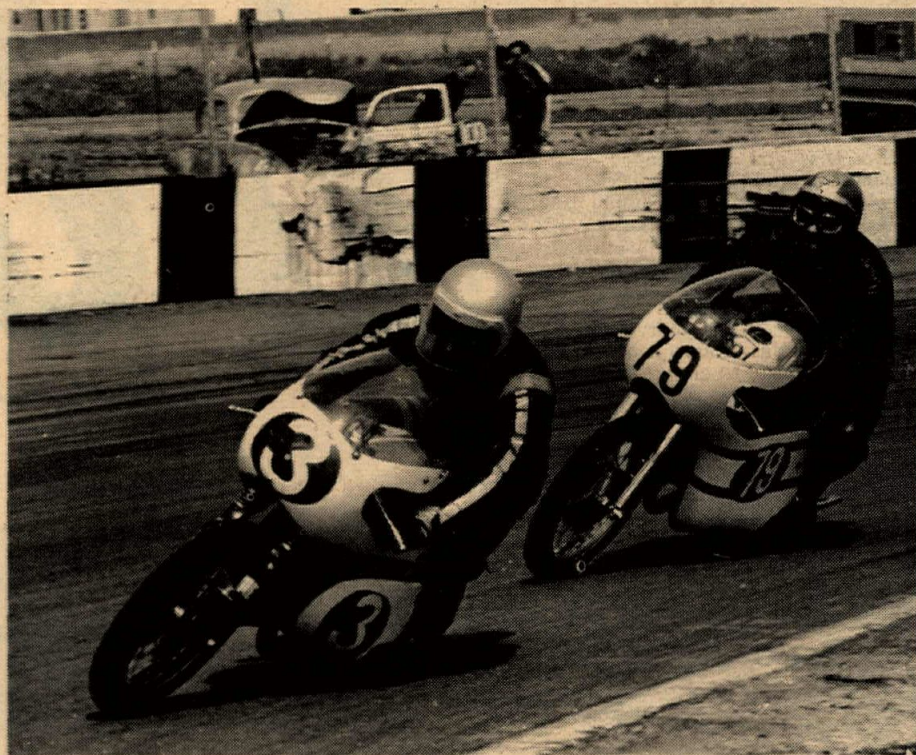


Above: Ron Pierce proved that you don't need fancy fairing and a racing seat to keep up with the competition. He used a showroom-stock Yamaha to give Ron Grant a hard time in the 50-100cc class. Both riders are reflected in water accumulated during Saturday's downpour.



Riders scramble toward their machines.

NEXT WEEK --Complete Report, COTATI AFM ROAD RACES

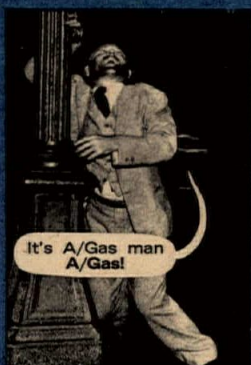


Tom Finlay (Yamaha) tucks in closely behind Art Baumann (Suzuki) in last sweeper before the front straight during the 250cc GP race.



Yamaha ace Ron Grant is already scratching through the corner before some other riders have settled themselves on their machines. Following behind are Sid Chambers (43), Dick Kilgroe (3) and Art Baumann (8).

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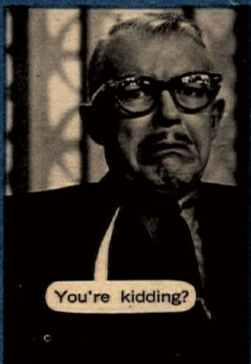
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Falcons Easter Funn Ride & Poker Run

Despite the weather man's predictions of rain, a hundred riders, some from as far away as Reno and Santa Monica, entered the Delta Falcons Easter Fun Ride and Poker Run. The Falcons prom-

SPROCKETS SCRAMBLES

By Stan Coffee

A popular question was settled last week at Sprockets Park. Can a fast (CZ) ridden by a top expert (Joey Brown) shut down the big iron in a sweepstakes event? Check — Joey did just that. Granted, they had a staggered start. Granted, open expert Earl Bachant started out last off the line, but the big guys had ten laps to catch the little guys in and they flat couldn't do it. Joey even had the time to grab a few wheelies on the way.

We musn't belittle Bachant though. He did a great job of working his way past Mike Keen on a five hundred G85, Clarence Pitman's everfast Triumph, and Midge Griffith's docile Ducati. Rick Elissarras would have been in contention had it not been for his choosing to look for something down on the track at the wrong time. This sweepstakes event way by far the most popular of the day and it is hoped that the Sprockets will continue to run it whenever time permits.

The rest of the action came off pretty much the same as usual, but there were some noteworthy exceptions:

Pete Willis let it be known in the first heat that he was (as he aptly put it) "goint to zap the stars," and he did just that on his big bad Bultaco. Rick Blake tried out Grif's Bridgestone for the first time and gave a good account of himself by finishing second to Pete. One of the "stars", little Mike Lane, didn't fare as well as he hoped on his new Sherpa, but salvaged his rating by copping the ninety class on his Hodaka.

A near upset took place in the two fifty Amateur Main when fifteen year old "Tiger" Tracy Bright came close to nipping perennial class winner Midge Griffith. Midge had to charge all the way to maintain the margin of victory. It was one of the day's better go's.

The rest of the classes were pretty much "status quo". Not many new faces were seen in the winners circle. The aforementioned Earl Bachant looked smooth and consistent in the open-expert rounds, despite spasmodic charges by Sid Payne on his Matchless (that's right — Matchless). Earlier pressures was applied by the old master Jake Griffith, but mechanical problems forced him out. Joey Brown rode a 650 "Beezer" (as hard as) his CZ, but it just didn't have the "beans."

The action ended well before dark and the well satisfied group departed eager to return for the big one on April 23. Don't miss this one. Remember entries must be in by the twelfth to make the show.

(Results on page 16)

IN MALLORY TRAGEDY Scheidegger Killed



Above: Scheidegger (left) and Robinson

World sidecar champion Fritz Scheidegger was killed in a racing accident at Mallory Park, England, Easter Sunday. The accident happened on the tenth lap of the sidecar "Race of the Year" when Scheidegger's BMW outfit crashed into the barrier at the hairpin. Passenger John Robinson is in the hospital with a broken leg.

Marshals who saw the accident said it appeared that the braking system on the outfit had failed. A piece of brake linkage was later found farther down the track.

Colin Seeley, who was lying third at the time, said: "I was braking hard for the hairpin and Fritz rocketed past me. He appeared to be out of control."

The outfit smashed into the bank and Scheidegger and Robinson were thrown into the air. Scheidegger was immediately rushed to Leicester Royal Infirmary, but died. Robinson's condition was stated to be "fair" the following evening.

ised trophies, prizes, and surprises and delivered all in fine style. The big surprise was free admission for all riders to the Martinez HIHATS scrambles. The Falcon event cost \$1.00 and the races \$1.50 so some fancy economics were involved. In addition, coffee and doughnuts were served at the start and several merchandise awards were given away at the finish.

Soup to Nuts

A computer was used to determine who received the merchandise awards. As each rider came in he found his prize awaiting him. These consisted of everything from soup to nuts, including a can of soup and bags of nuts. There were also items such as transistor radios, oil, playing cards, etc.

The course wound around the edge of Suisun Bay (a tip of San Francisco Bay) through Tilden Regional Park, along Skyline Blvd. (and a marvelous view of the bay area), and down through a canyon and a virgin forest of redwoods. Riders from Reno described it as the best and most beautiful run they had ever been on.

Surprises

Not all the surprises were planned, nor were the riders the ones to be surprised. It seems the Falcons had planned on having two exceptionally pretty girls to do the greeting at check point four. The girls started out in plenty of time to make it; but rather than following the lime decided to take a short cut and got lost. Over half the riders found the check point unoccupied. Late arrivals will testify that the girls finally got back on the track and were properly equipped.

Oh yes! The best surprise of all. The weather man was wrong. It was a perfect day.

AWARDS:

Man Miles: Reno Ramblers
Long Distance Rider: Fred Walling, Santa Monica
Oldest Rider: Nick Granados Lafayette
Most Serious Mishap: Every member of the California Roadmaster of Richmond lost the course

TROPHIES:

First place: John Davis, Pleasant Hill
2nd Place: Henry Peterson, Napa
3rd Place: Doris Roobos, Stockton
Lowest Hand: Cal Rogers, Concord

PRIZES:

Transistor Radio: Ken Serrau, Oninda
Wm. Aveningo, Pleasant Hill

Candy: Daniele Smith, Sparks, Nevada
Soup: Chuck Thieman, Concord
Nuts: Earl Jenkins, Sunnyvale
Fred Walling, Santa Monica
Oil: Marilyn McCullum, Vallejo
Richard Oswald, Mill Valley
C. Dean Hilton, Reno, Nevada
Joyce Trumbull, Reno, Nevada
Playing Cards: Reo Belcher, Reno, Nev.
Paul Juraneck, Concord
Jess Scott, Manteca
Ronald Lacey, Alameda
Roy Bisi, Alameda
Joyce Smith, Pittsburg
Smallest Machine: David Agazzi, Walnut Creek, (Yamaha 80)

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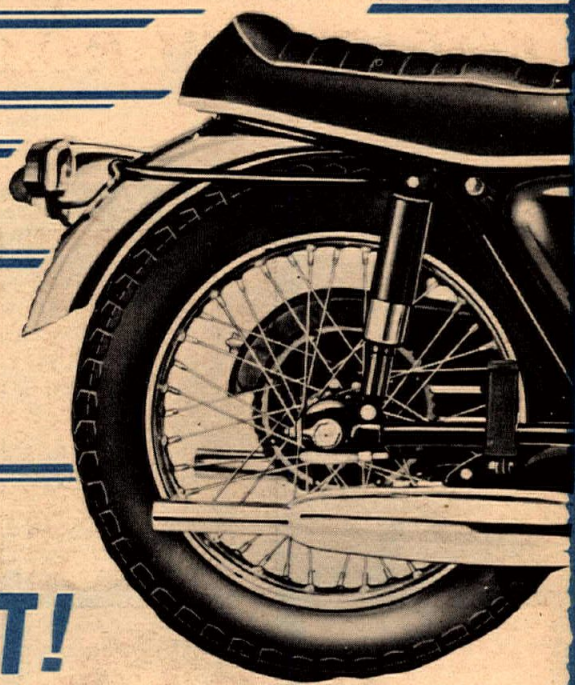
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BULTACO METRALLA MK. II

By George Martin

Most Bultacos one sees are bounding along on scrambles tracks or zipping around tight turns on road race courses at faster than the average speed.

The Spanish two-stroke builders' latest creation is billed as a street machine, but only slightly beneath its sleek skin is the pounding pulse of a racer and a large dose of the competition-bred pizzazz that will magically change the humdrum ride to work and back into an adventure of the first water for the machine's lucky owner.

The Metralla Mark II looks from a distance like, perhaps, an overbored 200cc Mark I, but as one gets closer a great many differences become apparent.

The engine, for instance, is completely new. Instead of the previous hard-to-get-at studs and nuts to hold the barrel on, and more nuts to hold the head on, the Mk II has long studs which run through the barrel and the head into the crankcase.

The barrel spigots deeply into the crankcase for strength, and the whole thing is fed by a 27mm Spanish Amal carburetor. With a bore/stroke of 72x60 mm, the engine is nicely oversquare and displaces 244.29cc. Claimed horsepower is 27.6.

The transmission is a new five-speed unit, with gears selected by a drum arrangement rather than the previous cam plate. The loud "clank" of some earlier Bultaco transmissions is gone with this unit. Getting into low gear is easy every time, even when the machine is standing still.

When low gear is engaged, only a soft "snick" is heard, and this very soft sound is all you hear as you go up and down the 5 speeds. A good positive nudge with the toe, and you almost feel the gears engage through the sole of your shoe.

Another area where the race track has spawned a new development in the Bultaco street machine is the brakes. The front stopper in particular is worthy of mention. It is a double-leading shoe unit, with a swept area of 11,480 square millimeters. A large air scoop is cast onto the backing plate and protected by a gravel screen.

To test the brake, I took the Metralla out into the country where a road has recently been built around a newly-created reservoir. Several long, hilly stretches of one quarter to one half a mile long are on that road, and I would reach the top of one, twist it on until I was doing about 90 in fifth and then grab the brakes.

The result is rather like braking a Porsche car. Things start slowing down rapidly, and they work time after time. I ran out of hills before the Metralla ran out of brakes. One caution: don't wash your Metralla, then run out and try and stop. When wet, the linings just toss in the sponge until they dry out, and in the meantime you are nearly brakeless.

This problem was only encountered during a laundering, however. Hours of riding in a convenient rainstorm (more about that later) didn't faze the brakes at all, even splashing through water four inches deep.

After it leaves the transmission, the Metralla's power train does some interesting things. The chain is completely enclosed in a pair of flexible rubber tubes, which seal out grime and grit.

The tubes attach to the rear of the engine cover on the fore end, and to a cast sprocket enclosure at the rear. This enclosure also forms part of a quick-detach rear hub, similar to, but simpler than the kind BSA uses.

To remove the Metralla's rear wheel, you just loosen the axle bolt, pull the axle, pop a spacer out of the right side of the wheel, and the wheel comes off four steel pins and pops right out. The chain stays on — still in perfect adjustment and nice and clean in its permanent grease bath.

And because the chain covers are flexible, checking chain tension is simple; you just grab the rubber covers and tug — you can feel the chain tension right through the rubber.

The Metralla's frame is similar to the old Mark I, but improved, again due to racing experiments. The front downtube and the downtube from the seat (which is the main member taking the swinging arm

itself, and the frame tubes near it, are strengthened with welded gussets. Each frame is hand-aligned before it leaves the Cemoto factory in Spain.

Alas, my personal estimate of the frame's handling prowess is rather sketchy, since there was little opportunity to ride it on a dry road. Joe Quaid, the friendly sales manager at Bultaco American, released his black and silver new toy to me on a Friday afternoon, and even as I pulled onto the freeway, the rains began.

It rained Friday night, Saturday, Sunday, and Monday, and Quaid needed the machine back on Tuesday morning so he could deliver it to the Department of Motor Vehicles for a test of their own.

Ever ready to do or die for old Cycle News I took to the dripping highways despite the fact that all I own in the way of rain togs is a pair of green Levis and a semi-waterproof nylon jacket.

I found the machine handled brilliantly, within the limits of my own chicken-heartedness. Even in the wet, fair cornering could be done, and I have no doubt that the machine could have performed much better in the hands of a more highly motivated and protectively clad rider.

The test Metralla had been provided with Bultaco's optional clip-on bars, which I found quite comfortable. They are not road-race clip-ons, but have a slight rise, and can easily be adjusted forward or back to accommodate the rider's preferences. One disadvantage: if you ever fall off, the clip-on bar will not carry the machine's weight, but will twist around on its mounting, allowing more of the machine to contact the pavement.

The "regular" bars offered are of a much higher rise and not nearly so well suited to the machine, in my opinion. Changing them, however, is simple, and the extra safety is probably worth it.

The Metralla is lubricated by a very clever and simple pump, which meters the correct amount of oil from a tank beneath the seat into the main tank when you buy gas. A chart in the tool kit tells you how many pumps of the handle to take, and a window in the pump and clear plastic tubing to the tank makes the system foolproof. You can see in an instant if the oil is feeding properly.

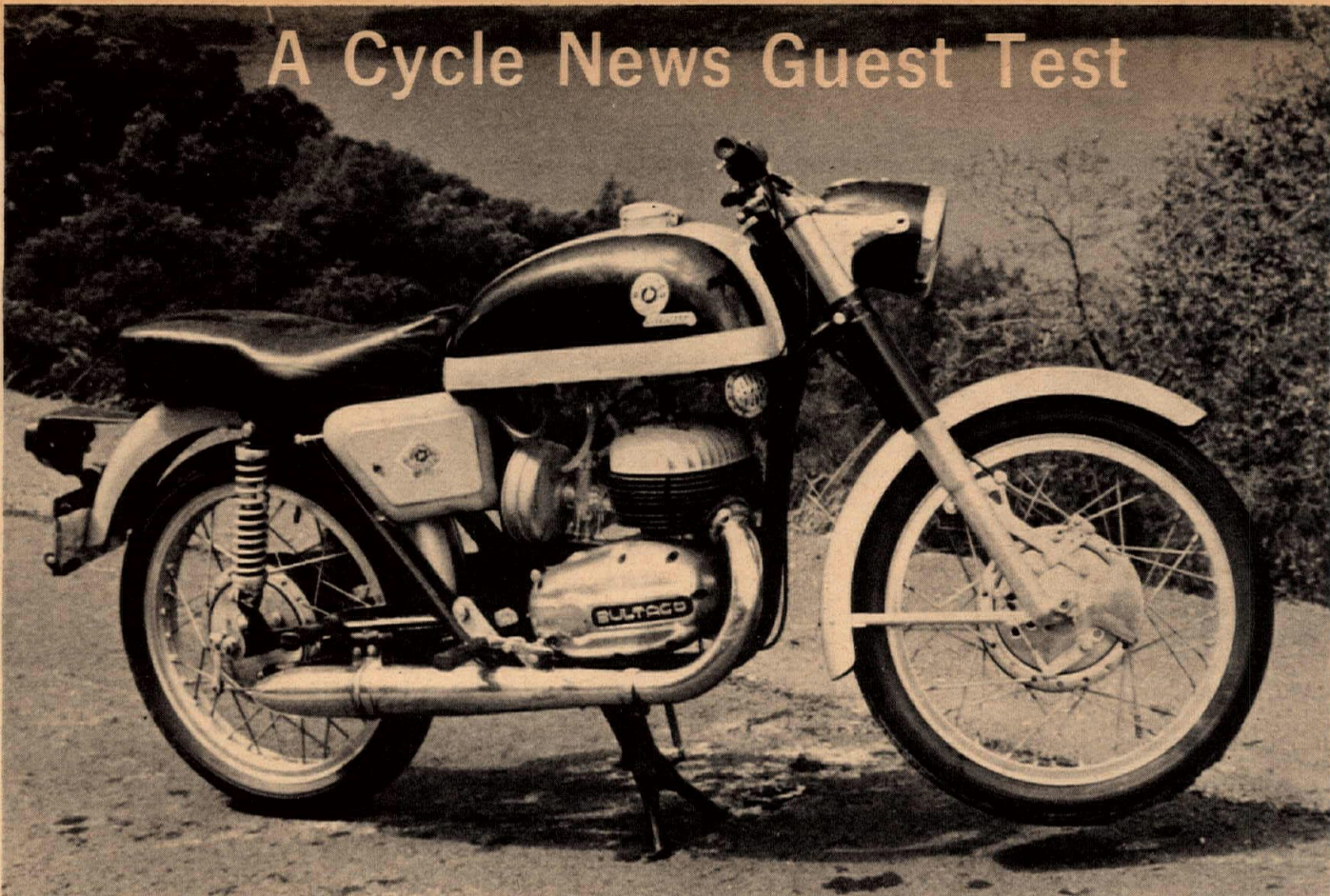
Cycle magazine's road test of the Metralla was very critical of this pump, but Quaid tells me this was because the test machines had not been unpacked properly and a protective shipping seal in the pump kept it from working.

The Metralla's footpegs seemed a trifle high at first, but they are there so they won't ground in the corners, and the position became natural almost immediately.

Not the least of the Metralla's attractive assets is its instruction book. This is the most complete owner's manual I have ever encountered, jammed with pictures and tips on every facet of the machine.

If you're the sort of enthusiast who likes to sit out in the garage evenings and mess with your "sickle," this book is worth its weight in gold.

A Cycle News Guest Test



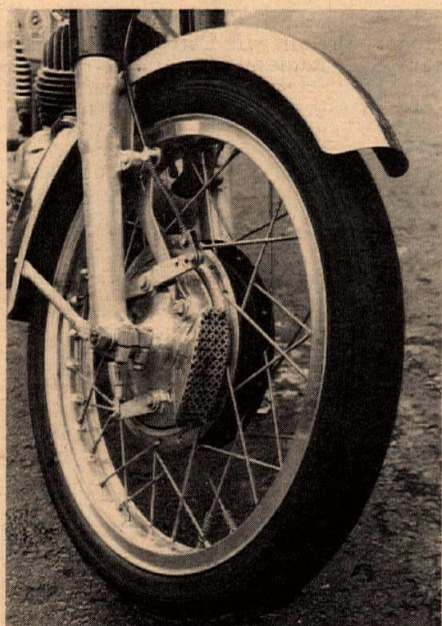
Bored? Trot out and look on page 35 where it explains how to lubricate the brake cams. Tired after a hard day at work? Flip to page 70 where text and pictures tell about adjusting the stop-light switch.

Wheel balancing, tire changing, clutch adjusting, de-carbonizing the head and barrel are all covered in simple text and plenty of pictures.

The book even gives you little hints on dealing with dealers, to wit, on page 35: "If at any time your dealer removes the magneto flywheel to adjust or remove the contact breaker points, ask him to lubricate the magneto felt wiper pad at the same time."

The Bultaco's only weak points seem to be in matters of finish. Unless the Metralla Mk II is radically different from its predecessors, a can of black touch-up enamel for the frame is a good investment at point of purchase, because after a few months the frame paint will start to chip. There is very little chrome on the machine, due to heavy use being made of aluminum (it's one of the few machines which come stock with alloy rims). This is good in more ways than one, since past Bultaco chrome has been at best uneven in its lasting power.

The front fender stays are riveted on. If previous Bultacos are any guide, these will loosen and rattle after about eight



months. Drilling and bolting is the answer here.

These are minor objections; however, one should know about them:

(Continued on page 21)

★ LINCOLN SCRAMBLES ★

By Dale McKinnon

Good weather and a large turnout of riders combined to make the Sacramento Trackers' Lincoln Scrambles an enjoyable Sunday for spectators and competitors alike.



Jim Saitone lends a ring-a-ding flavor to the 500cc to 600cc Amateur event with a 360 Maico. Jim pushed the Teutonic two-stroke to second place in the Main.

The 100cc event was the first of the day, since the Trackers don't have a 60cc class. There were three Novice heats with no spills even though there was a little elbow knocking going into the first turn. The 100cc Amateur heat was a three-way fight for the first couple of laps between Roger Smart, Paul Minor, and Gene Frieze. Roger fell and left it to Paul and Gene to fight for winning honors. It was a close race and Gene barely took the win.

The 200cc heat went pretty well, but in the first 250 Novice heat several riders fell and the officials called a restart. The next few heats came off smooth and fast with no close battles being fought until the 200 and 250 Expert heat. Gene Conant and Gordon Kuhnle fought for the lead tooth and nail right up to the wire with Gene getting the nod.



Blasting off the line in the 250 Amateur Main are Robert Hanstein (67 K), Sherman Rodaer (8 J), Steve Bales (18 B), Dave Klein (79 N), and Mike Rockwell (61 R). CZ-mounted Hanstein won the race quite handily.

The first main event was the Powder Puff which was a three-way dice until one of the girls fell, making it a battle between Debbie Jackline and Alice Grant. And battle they did! Alice led most of the way with Debbie right behind her, being unable to pass until Alice goofed in the last turn. Debbie then slipped by to win by a wheel.

In the 100cc Novice Main it was a "come-from-behind" for Mainer Richards to take the win with Earl Grant, second, and Tony Ranieri, third.

The Amateur Main in the same class started with a three-way go for first between Paul Minor, Gene Frieze, and Roger Smart. Paul later dropped back and left the dice to Gene and Roger. Gene held Roger off for several laps

before he made an error and let Roger go by for the win.

The 200cc Novice Main opened with a closely fought duel between Jerry Baugh and Jim Danny. Jim came close to passing Jerry but did not have enough horses to turn the trick. The 250 Novice Main saw Ray Vatne take an early lead to win the event rather easily with Charles Storm, second, and Neil Buller, third.

In the 250cc Amateur Main, Robert Hanstein came from behind to take first place. He was in the middle of the pack most of the way, but within one lap, managed to pass several riders to move into the lead. Robert really had that CZ hustling. The 250cc Expert Main saw a repeat of the heat race in which Gene Conant, and Gordon Kuhnle hammered it out for first. It was a wheel to wheel dice but Gordon managed to hang on for the win.

In the 350cc Novice Main we had James Bayne and Ralph Keys going for first and right behind them Don Murray and Martin Jeffers fighting for third spot. Compared to the 250 events these 350's seemed to be going quite a bit slower. Charles Dunbar charged through the pack to take the win with Ronald Davies, second.

A spectacular pile-up marked the 500cc Novice Main. A rider went down immediately after the jump only to be run over by the fellow charging up right behind him. A third competitor unloaded while trying to avoid the accident. Only one of the competitors was hospitalized, and that was for a possible broken collarbone. The race was stopped at that point and there was some discussion as to who actually won the race. The decision finally went to Stan Stanton with Tom Murphy taking second.

The 650cc Novice Main was a pretty

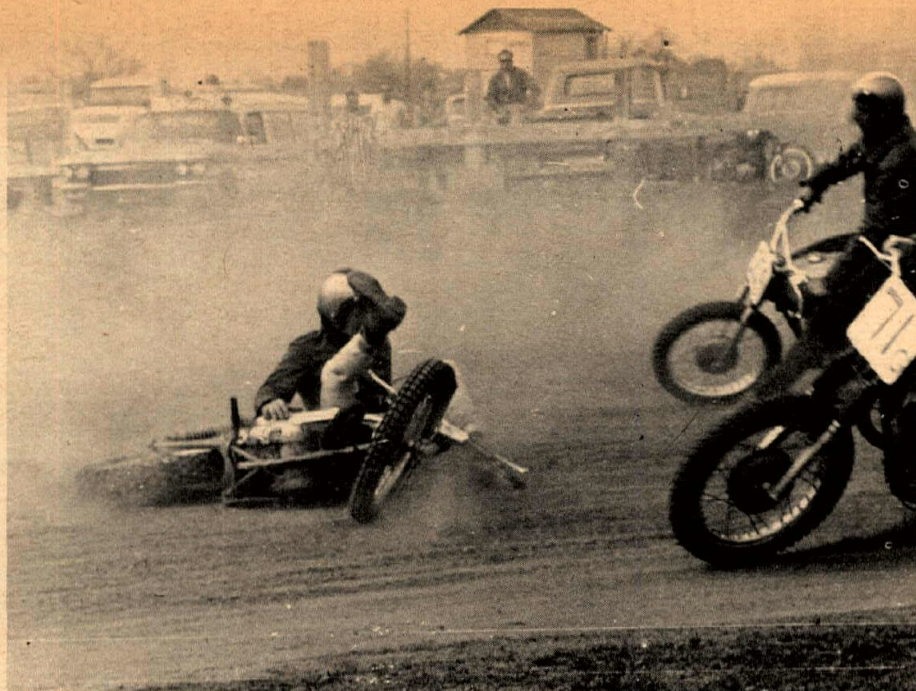
close race all the way. Second place was up for grabs until the last few laps. Conrad Saxelby finally edged out Dale Gray, with Jean McFarland getting third.

In the 500-650cc Amateur Main Jim Saitone on a 360cc Maico gave Danny Davis on a 650cc Triumph a real run for his money. He stayed with him all the way just waiting for a mistake. The mistake never came and Danny thundered to the flag with Jim buzzing along right behind him.

Only two riders showed up for the Open Expert main and this event was cut short since it was getting dark. Lloyd Houches won and Wayne Armstrong took second.

(Results on page 16)

Photo by Jay E. Richards



Hey fellas, give me a chance to get out of the way! Picture illustrates fast and furious action which dominated the Lincoln Scrambles March 19. No one was found hurt after riders and machines were disentangled.

Road Rider Rundown

By Robert O. Fee

Sun Electric Corporation will electronically diagnose motorcycle engines at the 7th Annual City of Hope Spring Tour, April 29th, RRC Chairman, Bob Adsit announced this week.

Sun, well known for their automotive test equipment will also set up an automobile display with their latest model electronic diagnosis console showing the functions of the various systems.

The Spring Tour, presented by the Southern California Road Riders Committee at 29 Palms will feature many activities for both motorcyclists and non-riders. The public is invited to attend and automobile entries are accepted.

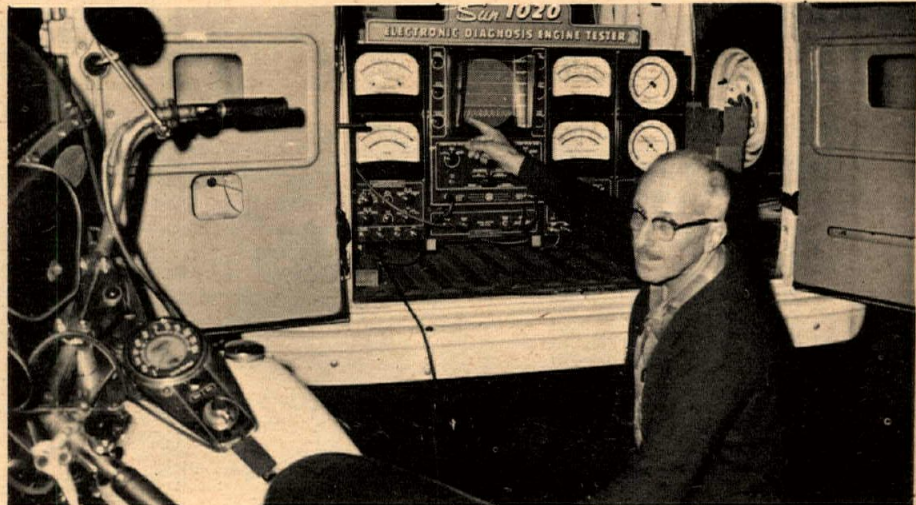
Posters and flyers for the coming City of Hope Spring Tour were sent to the printers last week and should be in the mail April 3rd, Tour Coordinator and RRC Chairman Bob Adsit announced.

Many new innovations will take place at 29 Palms this year including simultaneous entertainment during the Field Meet and Dress Competition. Manufacturers and distributors of cycles and accessories will exhibit their wares and the U.S. Marine Corps (war-permitting) will set up and show a red-eye missile.

Games and activities for children will be featured and in general an exciting day of fun and frolic is planned for the benefit of the City of Hope, April 29th and 30th at 29 Palms, California.

Donations for the rally will be \$3.00 advance, \$4.00 post and \$2.00 for children under 15. The Sweepstakes prize will be a weekend for two in Las Vegas with transportation included.

Phil Green, Los Angeles Sun Man, checks a motorcycle electrical system with the company's new 1020 tester.



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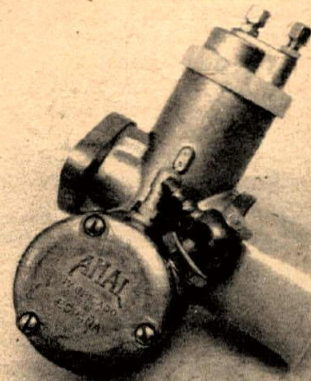
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HEAVYWEIGHT SCRAMBLES

POINTS

Standings for District 37

(First Quarter) By Darwin Ballard

1.	19 J. Rice	210
2.	8 M. Van Acker	207
3.	1 J. Hunter	200
4.	240 C. McIntosh	190
5.	50 D. Oglivie	185
6.	2 L. Wilburn	180
7.	23 C. H. Wheat	161
8.	16 R. Bonner	150
9.	11 B. Fakkeldy	140
10.	499 R. Roderte	130
11.	369 R. Jarrett	120
12.	103 R. Stinnett	118
13.	92 D. Brooks	117
14.	440 L. Davis	111
15.	351 R. Fish	110
16.	349 R. Mortensen	104
17.	5 D. Ballard	100
18.	93 C. Patrick	95
19.	14 M. Posey	93
20.	142 R. Nichols	93
21.	168 L. Kastan	91
22.	99 B. Holst	90
23.	7 M. Darling	82
24.	36 T. White	78
25.	125 D. Douglas	70
26.	368 R. Marquis	66
27.	21 C. Minert	65
28.	28 J. Cowell	65
29.	38 J. Larson	65
30.	116 T. Dorsch	65
31.	26 D. Jones	61
32.	48 L. Wolf	61
33.	83 T. Carroll	60
34.	194 M. Donnett	60
35.	559 J. Crawford	60
36.	581 L. Larson	60
37.	585 B. Burns	60
38.	35 J. Flores	58
39.	90 B. Wood	57
40.	498 J. Hemdon	56
41.	72 M. Chabertlain	55
42.	484 C. Armstrong	55
43.	39 J. Bandringa	54
44.	25 B. McCoy	51
45.	31 E. Beeching	51
46.	582 D. Linkeaborg	51
47.	10 C. Gerardy	50
48.	266 J. Novak	50
49.	577 J. Dunan	50
50.	33 J. Coode	49
51.	133 J. Kincaid	46
52.	32 M. Harper	45
53.	47 C. Litch	45
54.	112 J. Smith	45
55.	186 R. Eckert	45
56.	481 D. Jones	45
57.	85 P. Dale	42
58.	580 M. Bradley	42
59.	231 S. McLean	41
60.	34 J. Moffitt	40
61.	131 L. Moroirty	40
62.	208 D. Smith	40
63.	504 C. Jones	40
64.	511 D. Ehrhardt	40
65.	330 O. Harlow	39
66.	102 C. Wayt	36
67.	205 B. Branson	36
68.	473 A. Lohnes	36
69.	480 D. Border	36
70.	20 S. Porter	35
71.	108 J. Erickson	35
72.	430 R. Atchison	35
73.	89 N. Deligions	34
74.	9 B. Jackson	33
75.	192 B. Traver	33
76.	475 A. McGowen	32
77.	583 D. Wallen	32
78.	449 O. Lee	31
79.	119 R. Chosney	30
80.	135 C. Hytten	30
81.	277 B. Bell	30
82.	507 D. Teeters	30
83.	572 E. Fullbright	30
84.	393 J. West	29
85.	327 R. Carpenter	27
86.	386 N. Hernandez	27
87.	532 M. Cox	26
88.	6 A. Sparks	25
89.	15 P. Brown	25
90.	207 R. Pagent	25
91.	331 C. Basney	25
92.	412 G. McPherson	25
93.	172 C. Jenkins	24
94.	187 J. Woolwine	24
95.	464 G. Kearney	24
96.	106 B. Branson	23
97.	411 L. Paige	23
98.	3 J. Heynemann	21
99.	40 E. Enochs	21
100.	62 R. Hall	21
101.	42 J. Wilkinson	21
102.	77 R. Wonder	21
103.	94 R. Effinger	21
104.	134 J. Kavanaugh	21
105.	148 J. Peterson	21
106.	175 H. Cartier	21
107.	543 R. Ledford	21
108.	550 J. Summers	21
109.	556 P. Zaremba	21
110.	574 R. Robinson	21
111.	257 K. Farmer	20
112.	314 E. Young	20
113.	72 B. Posser	19
114.	283 J. Storey	19
115.	80 E. Lee	18
116.	297 J. Fox	17
117.	356 M. Perz	17
118.	165 A. Hendelung	16
119.	230 J. Meyers	16
120.	18 T. Simon	15
121.	37 B. Forster	15
122.	68 B. Fraley	15
123.	118 J. Garbon	15
124.	129 R. Burris	15
125.	438 J. Ham	15
126.	560 M. Morrissey	15
127.	566 D. Finley	15

128.	571 M. McAllister	15
129.	503 C. Campbell	12
130.	74 P. Shepherd	11
131.	82 L. Reyes	10
132.	268 D. Firestone	10
133.	430 K. Mashburn	10
134.	441 J. Bollinger	10
135.	513 R. Camerone	10
136.	601 G. Davis	10
137.	60 G. Smith	9
138.	107 J. Johnson	9
139.	253 W. Padgett	9
140.	447 M. Priest	9
141.	471 D. Lewis	9
142.	489 J. Hansen	9
143.	549 T. Wise	9
144.	564 D. Beglie	9
145.	567 L. Littlefield	9
146.	623 R. Graver	9
147.	67 R. Kouns	8
148.	88 D. Wiss	8
149.	202 P. Martin	8
150.	390 C. Gunter	8
151.	409 D. Burch	8
152.	615 N. McDonald	8
153.	109 R. Rainbolt	7
154.	127 P. Wendorf	7
155.	200 A. Summers	7
156.	433 J. Ross	7
157.	476 S. Pacourek	7
158.	518 R. Bode	7
159.	624 M. Smith	7
160.	174 R. Grizzle	6
161.	181 R. Oneal	6
162.	191 R. Ostrandee	6
163.	333 R. Criswell	6
164.	468 W. Curtis	6
165.	508 B. Nelson	6
166.	544 R. Carlson	6
167.	162 R. Anderson	5
168.	259 G. Woolly	5
169.	336 D. Hansen	5
170.	467 G. Hannah	5
171.	555 S. Lyon	5
172.	53 R. Jenchs	4
173.	250 C. Wiseman	4
174.	455 J. Sloecum	4
175.	602 J. Kozak	4
176.	528 M. Crammer	3
177.	432 R. Laetesch	2
178.	568 J. Monohan	2

LINCOLN SCRAMBLES

March 19, 1967

100 NOVICE MAIN	
1. Mainer Richards	Yam
2. Earl Grant	M B
3. Tony Ranieri	M B
100 AM. MAIN	
1. Roger Smart	Yam
2. Gene Frieze	Hon
200 NOVICE MAIN	
1. Jerry Baugh	Oss
2. Jim Denny	Bul
3. Floyd Emerson	Hon
250 NOVICE MAIN	
1. Ray Vatne	H-D
2. Charles Storm	Mon
3. Neil Buller	Hon
250 AMATEUR MAIN	
1. Robert Hanstein	CZ
2. Richard Naish	Bul
3. Gary Willis	Oss
4. Mike Rockwell	Hon
200-250 EXPERT	
1. Gordon Kuhnle	Bul
2. Gene Conant	Bul
3. Don Wakiee	Mon
350 NOVICE MAIN	
1. Charles Dunbar	Hon
2. Ronald Davies	Hon
500 NOVICE MAIN	
1. Stan Stanton	Tri
2. Tom Murphy	Mat
650 NOVICE MAIN	
1. Conrad Saxelby	BSA
2. Dale Gray	BSA
3. Jean McFarland	Tri
500-650 AMATEUR M	
1. Danny Davis	Tri
2. Jim Saitone	Mai
650 EXPERT MAIN	
1. Lloyd Houches	BSA
2. Wayne Armstrong	Tri

SPORTSMEN SCRAMBLES

Perris Mar. 19, 1967

POWDER PUFF	
Lola Fish	350cc NOV.
Tiny Doron	Richard Marquis
Eulene Long	Bob Effinger
50cc AM-EX	Nicholas Hernandez
Tony Mason	500cc NOV.
Don Alfred	L. E. Davis
Kurt Lewis	Bob Ward
100cc NOV.	Charles Armstrong
Ken Lee	OPEN NOVICE
Gary Bevans	Linn Kastan
Jim Meriscal	John Summers
100cc AM/EX.	Harold Allison
Fred Edwards	500 AM.
Danny Sromalla	David Brooks
Hayward Mendenhall	Terry White
175cc AM/EX.	Steve Stricklin
Don Carlton	SIDE CAR
Robert Williams	John Palfreyman-Pilot
David Brooks	Steve Foss-Pass.
250cc NOVICE	Larry Burley-Pilot
Chuck Thompson	Grace Burley-Pass.
Eric Olesen	Richard Sale-Pilot
Willie Hockie Jr.	Bob Johnson-Pass.

TT SCRAMBLES 4 ACES

Prado Park, Mar. 19, 1967

50cc AM-EX MOTO	
1. Frank McDowell	Hon
2. Stan Berliner	Yam
3. Jay Lewis	Yam
3. Mike Bast	Hon
100cc NOV MAIN	
1. Steve Italiano	Hon
2. Jim Peterson	M.B.
3. Russ Holt	Hon
100cc AM-EX MOTO	
1. Kirk McDowell	Hon
2. Rick Henriksen	Van
3. Steve McMahan	Yam
125-175 AM. MAIN	
1. Barry Sulkin	Hon
2. Art Amarillas	Hon
3. James Carter	Hon
200cc AM. MOTO	
1. John Colombero	Bul
2. Dave Massingham	Bul
3. Tom Clark	Tri
125-175-200 EX. MOTO	
1. Jerry Willingham	Hon
2. Jeff Runyan	Gre
3. Chas. Gann	Bul
SIDE HACKS	
1. Dave Roesch-Pilot	H-D
Thomas Ridyard-Pass	
2. Steve Sechler-Pilot	BSA
Joe Gardner-Pass.	
3. John Palfreyman-Pilot	Tri
Steve Foss-Pass.	
250cc NOV. MAIN	
1. John Colombero	Bul
2. Mike Smith	Bul
3. John Garrish	Bul
250cc AM. MAIN	
1. Sandy Rainey	Bul
2. Morris Wright	Bul
3. Lawson Pedigo	Bul
250cc EX. MOTO	
1. Dick Brittain	Hon
2. Bob Ledford	Bul
3. Pete Dupuy	Hon
350cc AM. MAIN	
1. Don Teeters	Hon
2. Randy Hall	BSA
3. Bill Holst	Hon
350cc EX. MOTO	
1. Mike Posey	Hon
2. Bill Bell	Hon
3. Jack Wilkinson	Hon
500cc NOV. MOTO	
1. Russ Atchison	Tri
2. Olaf Lee	BSA
3. Chuck Jenkins	Tri
500cc AM. MOTO	
1. Reg Chosney	BSA
2. Ed Beeching	BSA
3. Bud Baldock	Hon
500cc EX. MOTO	
1. Jim Hunter	BSA
2. Ed Fulbright	BSA
3. John Heynemann	BSA
OPEN NOV. MOTO	
1. James Carter	-
2. Butch Carter	Tri
3. Chas. Wayt	Tri
OPEN AM. MAIN	
1. Carl Patrick	Nor
2. Tom Carroll	Tri
3. Bud Bransom	Tri
OPEN EX. MAIN	
1. Ben Fakkeldy	Tri
2. Geo. Stirber	Tri
3. Evel Knievel	Tri



FRESNO M.C. SCRAMBLES

Madera, March 19, 1967

100cc NOVICE MAIN	
1. Jerry Clark	Bri
2. David Miller	Hon
3. Bob Watts	Bri
4. John Preble	Bri
5. Darrell Smith	Yam
6. Sammy Holland	Kaw
7. Mark Staab	Hod
100cc AMATEUR MAIN	
1. Stan Anderson	Hod
2. Ed Short	Hod
3. Bob Elisarraras	Suz
4. Jimmy Maxwell	Hod
5. Buck Horton	Yam
175cc NOVICE MAIN	
1. Bill Ezemack	Mon
2. Mike Middleton	Hon
3. Dick Plowman	Oss
4. Chuck Frey	Hon
5. Pete Lozano	Bul
6. Henry Robinson	Oss
200cc NOVICE/AMATEUR MAIN	
1. Guy Smith	Bul
2. Dick Lathrap	Bul
3. Arnold Tull	Bul
4. Ron Gillman	Bul
5. Richard Loewen	Tri

All results unofficial unless otherwise noted.

RESULTS

6. L.C. Crain	Bul
7. Fred Banfield	Bul
8. Jim Hood	Bul
9. Earl Lloyd	Bul
10. Dennis Baron	Bul
250cc AMATEUR/EXPERT MAIN	
1. Bob King	Bul
2. Tod Sloan	Mon
3. Tracy Bright	Bul
4. Terry Sage	Bul
5. Carl Leihir	Suz
6. Tim Thomas	Bul
7. Don Hams	H-D
8. Richard Weaver	Bul
250cc BEGINNER'S MAIN	
1. Rodney Morton	Mon
2. Dale Graham	Mon
3. Kenny Owens	BSA
4. George Holland	Bul
5. Joe Engleman	Bul
6. Mario Bahgfolk	Bul
7. Jim Newberry	H-D
441cc NOV/AM/EX. MAIN	
1. Wayne Sumner	BSA
2. Tody Emler	BSA
3. Rick Elisarraras	BSA
4. Bob Roche	BSA
5. Les Barnett	BSA
6. Ed Lambert	BSA
7. Randy Siagliotti	Hon
500cc NOV/AM. MAIN	
1. Lannie Mayes	Tri
2. Gary Gibbs	Tri
3. Wayne Chase	H-D
4. Leeman Robbins	Tri
5. Gary Anderson	Tri
6. Art Rinetti	Tri
7. Ronald Orff	Tri
8. Gerald Ferreira	Tri
650cc NOVICE MAIN	
1. Clinton Howe	Tri
2. Eloy Garcia	Tri
3. Henry Vickroy	Tri
4. John Felix	Tri
5. Tracy Herson	R.E.
6. Clay Holland	Tri
7. Darrell McCaulley	BSA
650cc AMATEUR MAIN	
1. Keith Thomas	Tri
2. Richard Brown	Tri
3. Ron Clawson	Tri
4. Darrell Graham	Tri
5. Paul Klippenstein	Tri
6. Wayne Head	Tri
7. Jerry Landry	Tri
650cc EXPERT MAIN	
1. Jim McCracken	Tri
2. Earl Bachant	Tri
3. John Fraser	Tri
4. William Hill	Tri

LAW ENFORCEMENT GROUPS MOVE AGAINST MOTORCYCLE NOISE

Excessive exhaust noise, the stigma of the motorcycle sport, has moved the San Mateo County Law Enforcement Association to support any kind of legislation which would "clamp down on noisy motorcycles."

The Association said it was backing three such bills, which are now before the State Assembly Committee on Transportation, headed by Assemblyman John Foran (D./S.F.).

The association is composed of: Sheriff Earl Whitmore, District Attorney Keith Sorenson, Capt. John Kennedy of the Highway Patrol, and the county's several municipal police chiefs.

Two of the bills would limit motorcycle noises to a specific decibel limit and the third would prohibit the unnecessary "revving" of motorcycle engines.

"Aside from disturbing the peace of a community with unnecessary roaring of their engines, the noisy cyclists present a police problem," said Sorenson.

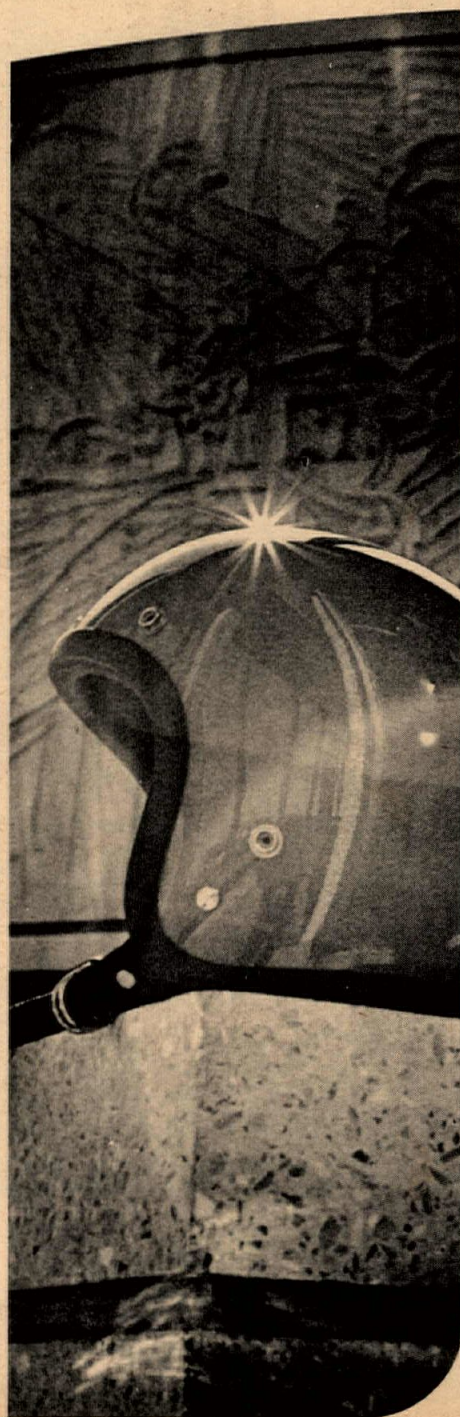
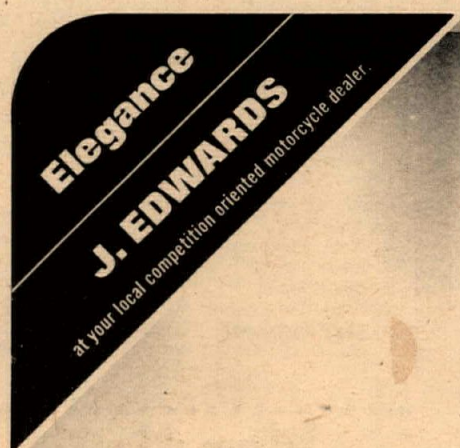
Current legislation pending is:

A.B. 316 (Muffler Noise Level). While this bill appears directed toward automobiles, it adds a definition of excessive noise. It defines noise as being in excess of 110 decibels. The bill states that this applies to every motor vehicle subject to registration. Tests are currently underway to determine the "noise level" of standard muffler systems to see where cycles fit in relation to 110 decibels. (See A.B. 116).

A.B. 475. Requires noise limits set at 88 decibels at 50 feet for all vehicles.

A.B. 116. This bill appears to take a realistic view of sound. The "sound maximum" at a distance of 50 ft. would be as follows:

Diesel trucks, buses, etc.	88 db.
Motorcycles manufactured after 1969 over 600cc	88 db.
Gas trucks, buses, and motorcycles 15 hp.-600cc	83 db.
All other	78 db.
Actual tests resulted as follows:	
H-D Electroglide	90 db.
Norton 750	88 db.
Triumph Bonneville	92 db.
Honda 450	85 db.
Suzuki X-6	81 db.



BAY MARE SCRAMBLES April 2, 1967

50cc CLASS	500cc AM./EXPERT
1. Robert Fiesler	1. Chuck Berry
2. Craig Love	2. Michael McClain
	3. Ron Sternett
90cc CLASS	650cc CLASS
1. David Sprayberry	1. Larry Shoemaker
2. Linus Beal	2. Al Rollins
3. Don Andreatta	3. Don Burch
175cc CLASS	250cc NOVICE
1. Randy Smith	1. Larry Shoemaker
2. Jerry Wellingham	2. Stan Mattingly
3. James Carter	3. Larry Nolan
500cc NOVICE	250cc EXPERT
1. Joe Garban	1. Joe Brown
2. Dan Border	2. Wayne Schmidt
3. R.F. Millner	3. Jay Carter

350cc NOVICE
1. John Wiley
2. Eugene Smith
3. Jerome Wahl

CASTAIC SILVER CUP IV April 2, 1967

100cc CLASS	
1. Gary Bailey	Hod
2. Marshall Neibert	Bul
3. Joey Sanders	Hod
4. James Daley	Hon
5. Mike David	Suz
6. Ronnie Peet	Hod
7. Ed Strand	Hod
8. Tim Morrison	Hod
9. Ken Markham	Hod

250cc AMATEUR	
1. Randy Burak	Gre
2. Don Shore	Gre
3. Bill Friant	Gre
4. Tim Hart	CZ
5. James Cooke	Gre
6. Larry Nolen	Bul
7. Daniel Kline	Gre
8. Tom Muto	Gre
9. Jimmy Thomas	Gre
10. Larry McClellan	CZ
11. Dave Newton	Bul
12. M.W. Freeny	Gre
13. Gary Bailey	Gre
14. Mike Leitch	Gre
15. Wayne Hudson	Husk

250cc SILVER CUP	
1. Gary Conrad	Gre
2. Keith Mashburn	Gre
3. Max Switzer	Gre
4. Walt Axthelm	Gre
5. Ray McCarty	Husk
6. Lloyd Lingelbach	Gre

350cc CLASS	
1. Ken Muther	BSA
2. John Maynard	Hon
3. David Kelley	Hon

500cc CLASS	
1. Tim Hart	CZ
2. R.D. Carpenter	BSA
3. Irish Cobb	Mat
4. Greg Smith	CZ
5. Kenneth Farmer	BSA
6. Neil Caldwell	BSA

OPEN CLASS	
1. John Bedford	Tri
2. Robert Troiano	Tri
3. Bryant Sain	Tri

500cc SILVER CUP	
1. Max Switzer	CZ
2. Steve Hurd	Mat
3. Walt Axthelm	CZ
4. Neil Winton	CZ
5. John Maynard	Hon
6. Keith Mashburn	Mat

AFM ROAD RACE Whiteman Airpark, April 2, 1967

50-100cc G.P.	
Ron Grant	Yam
Georganne Muhlberg	Yam
Ron Pierce	Yam
Tony Nicosia	Hon
Bert Caldwell	Hon
101-175 G.P.	
Ron Grant	Yam
Georganne Muhlberg	Yam
Mike Conserriers	Bul
Tony Nicosia	Hon
Fred Muhlberg	Hon

ALL PRODUCTION	
Ron Grant	Yam
John Graber	Bul
Bernard Brinkworth	Yam
James Bart	Kaw
Sid Chambers	Mon
Bill Giles	Suz
Bill Boomer	It J
Lawrence Singer	It J

250 G.P.	
Art Baumann	Suz
Ron Grant	Yam
Steve Pederson	Kaw
Tom Finlay	Yam

251 OPEN G.P.	
Art Baumann	Suz
Steve Pederson	Kaw
Ron Grant	Yam
Dick Kilgroe	Hon
Tom Finlay	Yam
James Chen	Hon

SIDECAR EXHIBITION	
Dave "Crash" Roesch	Tri
Tim Manning (pass.)	
Mike Parti	H-D
Tom Ridyard (pass.)	

BAKERSFIELD SCRAMBLES Sunday, March 26, 1967

250 EXPERT	
Joe Brown	Jaw
Frank Roseberry	Duc
Wayne Schmidt	Jaw
George Omo III	Mon

350 NOV./AMAT	
Rick Elisarras	BSA
Ron Spillman	Hon
Louie Wood	Hon
Pete Willis	Duc
Greg Grouleff	Hon

500 NOV./AMAT	
Mike Keen	Mat
Joe Garban	Tri
Chas. McCracken	Tri
Cecil Bailes	Tri
Lonnie Arnold	Tri

OPEN NOVICE	
Clinton Howe	Tri
Dave Mooney	Tri
Darrell McCauley	BSA
Ray Covey	Tri
Bob Francesco	Tri

OPEN AMATEUR	
Clarence Pitman	Tri
Rory Randall	Tri
John Scantlin	Tri
Tom Lynch	Tri
Bob Leppke	Tri

OPEN EXPERT	
Earl Bachant	Tri
Sid Payne	Mat
Joe Brown	BSA
Ray Anderson	Tri

SWEEPSTAKES WINNER (250cc-750cc Class Win)	
1. Joe Brown	
2. Earl Bachant	
3. Midge Griffith	
4. Clarence Pitman	
5. Mike Keen	

EASTER EGG HUNT WINNER	
Ages 1-6 Lela Marie Wolford	
Harold Sprayberry	
Ages 7-12 Sharon Bosse	
Kirby Shropshire	

AFM NATIONAL ROAD RACE POINT STANDINGS - TWO EVENTS March 27, 1967

50cc CLASS		Pts.
1. Terry Grotefeld	San Mateo	8
2. Merv Wright	El Sobrante	8
3. Terry Denton	Fort Bragg	8
4. Charles Clement	Woodside	7

100cc CLASS		
1. Ron Grant	San Mateo	88
2. Georganne Muhlberg	San Francisco	6
3. Reg Pridmore	Santa Barbara	4

125cc CLASS		
1. Hayes Williams	Sparks, Nev.	8
2. Steve McLaughlin	Covina	8
3. Windy Foreman	Sparks, Nev.	6
4. Dick Raschke	Berkeley	6

175cc CLASS		
1. Jim Williams	San Mateo	8
2. Ed Meagor	San Rafael	8
3. Fred Muhlberg	San Francisco	6
4. Maurice Conserriere	Redondo Beach	6

250cc CLASS		
1. Art Baumann	San Francisco	14
2. Ron Grant	San Mateo	8
3. Bob Cambou	San Francisco	6
4. Merv Wright	El Sobrante	6
5. Steve McLaughlin	Covina	4

350cc CLASS		
1. Art Baumann	San Francisco	14
2. Ron Grant	San Mateo	14
3. Dick Kilgroe	Santa Venetia	4
4. Dave Burchards	San Bruno	4
5. Martin Brinkworth	San Mateo	3

500cc CLASS		
1. Dick Kilgroe	Santa Venetia	16
2. Tom Povey	Vallejo	6
3. Eric Dahlstrom	Sausalito	6
4. Phil Makanna	Clayton	4
5. Jack Nichol	Redwood City	3

1000cc CLASS		
1. Truman Humphries	Vallejo	11
2. Dave Bostrom	Daly City	8
3. Paul Bennett	San Francisco	7
4. Bill Lyons	San Francisco	6
5. Ed Meagor	San Rafael	6

1300cc SIDECAR		
1. Reg Pridmore	Santa Barbara	8
Ernie Caesar (Pas)	Santa Barbara	
2. Jim Sadilek	Eureka	6
Mark Strong (Pas)	Sacramento	
3. Merv Wright	El Sobrante	4
? ? (Pas)	?	
4. Dave Roesch	Tujunga	3
Tom Ridyard (Pas)	Reseda	

MEET THE RACERS

RON GRANT

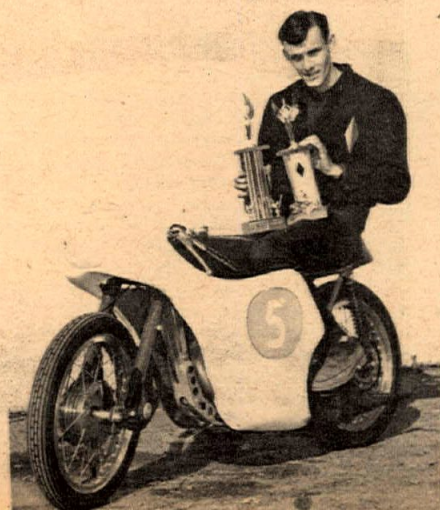
AFM NO. 1

By Dick Cutlass

When asked to think of a rider who has been the most successful in furthering the aims and image of Road Racing on the west coast, our vote would have to go to San Mateo's Ron Grant.

Now 27 years old, Ron gained his first Road Racing experience on a racing bicycle near Surrey, England. Realizing that his slender "twiggy" build was in some danger of becoming overdeveloped in the legs only, he shifted his naturally competitive interests to motorized bikes with his debut resulting in a 10th placing in the '61 Brands Hatch point standings. This is roughly equivalent to winning an AMA National Number as a novice!

He decided to migrate to the U.S. of A. with a displaced Hollywood type named Dick Wyler, who introduced him to his first FIM Daytona effort, which he led until his Manx expired late in the race. He then climaxed a '62 West Coast



season by winning the one and only race ever held at Oakland's new airport before a record crowd of 40,000 on the fabulous Honda Four. We vividly recall another "Four" appearance of his at Cotati later that year, when he cheerfully agreed to ride a box stock 305 after the Four died in the pits, and easily notched a third over all, behind a pair of Manxes! 1963 found him riding a then competitive 250 Superhawk to a second at the FIM Daytona! In '64 he further astounded the world's best factory riders by finishing a strong second to Alan Shepard's MZ Four on Orrin Hall's superlight and superfast AMA-legal Parilla, which also dominated West Coast Road Racing for three long seasons, and even managed to embarrass the mighty Honda Four at Laguna Seca by finishing a lap ahead with Norris Rancourt aboard. (But that's another story.) '64 was also the year Ron rode this same "Gadget" to an impressive victory at Dodge City. '65-'66 saw him placing second at the first 75-Mile Carlsbad National ahead of Daytona winner Bobby Winters before switching from the trusty Parilla to the really overpowering Suzuki X-6, with which he won Kent, Washington, Carlsbad again, and more than a few AFM derbies - Climaxing in his setting an AFM point record to become their outright champion in the 250 and 350cc classes, and AFM number 1 for '67.

Grant gives most credit for his racing successes to his wife Barbara and to his boss at American Rex, who both approve and wholeheartedly support his efforts as the AFM's new San Francisco Chapter President and his position as a BSA and Suzuki Factory team rider. Indeed, Ron Grant provides the best example we've seen of the theory that "It takes a great rider as well as a good bike to win races".

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CYCLE ALLEY

By Bob Ebeling

CYCLE NEWS April 13, 1967 Page 18

Sponsoring dealers and cycle distributors may be interested in the figures compiled by one of the three drag racing associations. For the year 1966 the NHRA sanctioned 2,066 drag racing meets and had a paid spectator attendance of 3,729,242. These statistics have been prepared from the files of the National Hot Rod Association and pertain only to NHRA sanctioned events, leaving unexplored figures of of sanctioning groups such as A.H.R.A. and N.A.S.C.A.R.

If you apply the attendance figures to a per-weekend basis, a turnout of 71,716 people has occurred every weekend for only one of three sanctioned group events. Gentlemen, that is a great advertising audience!

Rained Out

Everything was wet, from diapers to drag strips. Mountain passes were closed, except to vehicles with chains and sleds and at least two dogs for pulling. Thus an effort to increase the motorcycle position with Smokers drag strip in Bakersfield, Calif. was denied by a power greater than ours. All is not lost, for on the first Sunday of each month the Smokers will be open for business and if the greater powers will allow, we may try again on May 7th.

Lions and Irwindale raceways fell victim to identical fates and although a pale sun broke through on Sunday morning, enough water was standing in asphalt pockets to cause a forfeiture of strip facilities to aquatic birds.

Next Weekend

Saturday nite will be a challenge of Smoke vs. Smoke at Lions Drag Strip in Wilmington, Calif. Perry and Scotty's twin engine Triumph "Stagefight" will race a four-engine Buick dragster for

two out of three. This big Buick drives all four wheels and smokes like an industrial rubber plant. Perry and Scotty drive only the one of two wheels and it rolls out billowing clouds unlike any other drag bike. The duo is counting on a hole shot to defeat the monster, but win or lose, it will be a show to see. To avoid the chance of a mechanical defeat to automotive fans, Don McEvoy and his rider Buddy Martinez will back up Perry & Scotty, with their great new "Jack Shaft"—180 degree phased "Four banger" Triumph.

Irwindale Raceway will host the bikes on Saturday, with the gates opening at 12:30 p.m. Lions Drag strip will have a full class program on Sunday, with gates opening at 9:00 a.m.

At 6:00 p.m. Sunday, there will be an M.D.R.A. meeting at El Dorado Park in Long Beach. The address is 2800 Studebaker Rd. Studebaker Rd. turnoff is just West of the highway #605 off-ramp and easily seen, thanks to large Highway dept. signs.

Short Track Practice At Trojan Speedway

The next two Saturday nights are open practice sessions for any and all light-weight racers, except AMA professional experts, at the new Trojan Speedway in South Gate.

The track, formerly known as So. Gate Raceway, will open at 6:00 p.m. and close at 10:00 p.m. for any riders with small bikes, 250cc and under.

The dirt oval has been completely reconditioned and has a new clay surface for the riders that want to get in two practice periods before the weekly season opener on Tuesday night, April 18th.

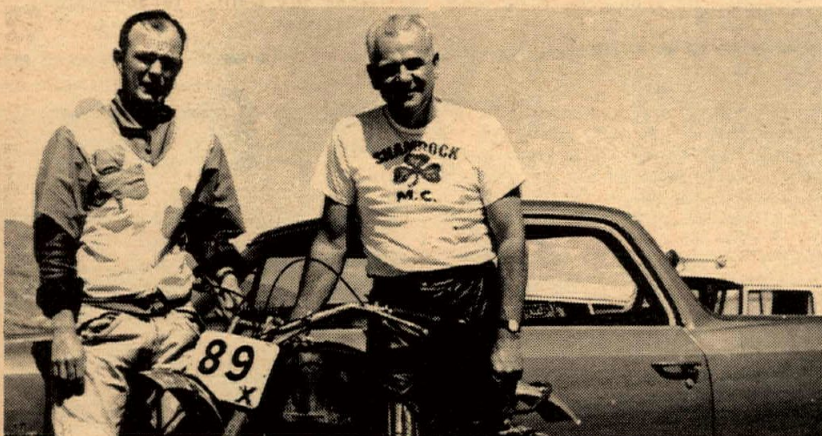
Twice-a-week lightweight sportsmen racing will get underway on the 18th, follow up with short track racing every Tuesday night, and lightweight sporting TT's every Thursday night from April to November.

The first sporting TT is slated for Thursday night, April 20th. Three classes will make up the show with class one 50cc-100cc, class two 101cc-200cc, and class three 201cc-250cc.

All riders, both licensed and non-licensed, may compete.

Additional information regarding events and rules may be obtained by calling 435-1013 in Long Beach. Trojan has taken a two year lease on the track and many improvements are planned

This is Jim Brunson, Desert Man, on the left, with Jim Woolwine, Scrambles Man, on the right:



Jim Brunson bought his bike-carrying vehicle from Jim Woolwine.

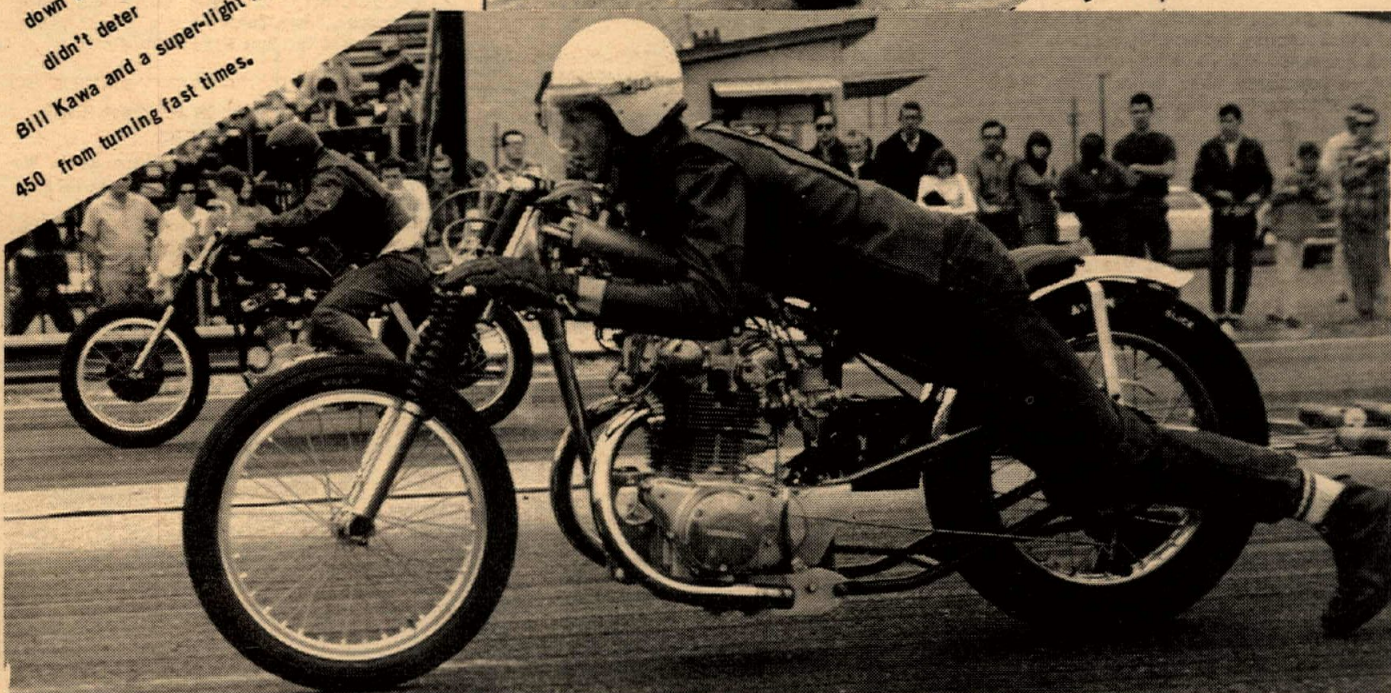
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Ask for Jim Woolwine at Robert Hall Chevrolet in Tujunga

(213) 352-3241 or at his home anytime. 353-3226

No charge for free advice

Going down twice didn't deter Bill Kawa and a super-light Honda 450 from turning fast times.



Don Marshall sights a very potent H-D 74 bomb for a quick trip through the lights.

BOOK REVIEW: New BMW Handbook and Shop Manual, published by Floyd Clymer Publications, 222 North Virgil Ave., L.A.

What appears to be the most detailed and comprehensive shop manual ever published on a motorcycle has just been released by Floyd Clymer Publications. The large (8 1/2 x 11") 275-page book covers all models of BMW motorcycles currently available to the buyer. Profusely illustrated with more than 400 photos, charts and drawings, the manual is actually two books in one, as it covers the entire line of twin models as well as all singles, from the earliest to the latest.

The book is unusual in that the text and captions for all illustrations are in four languages—English, German, Spanish and French. Translated from the official factory workshop manual, the book contains easily understood step-by-step instructions on the repair of all major and minor components. Cautionary procedures to be followed are boldly marked. Teutonic thoroughness prevails throughout the entire manual; it includes an expansive trouble-shooting section and even outlines the procedure of how to attach a sidecar.

The manual is not intended to make the BMW owner an expert mechanic, but to give him a better understanding of the fundamentals of what many experts in every country consider to be the finest motorcycles available.

Translations of the English, German and French were found to be flawless and we can say without equivocation that with the addition of the BMW pictorial history, the book has gained rather than lost in the translation.

AHRA RECONSIDERS — DRAG BIKES O.K.

Never underestimate the power of the press! The American Hot Rod Association, in reply to a Cycle News editorial by Bob Ebeling, has decided to give drag bikes another chance.

The decision to have the drag bike reinstated on a trial basis came about through an AHRA board of directors' conference in which the organization's president Jim Tice voiced the opinion that drag bikes should be allowed to compete in the Nationals, scheduled for Odessa, Texas, April 14, 15 and 16.

Further competition of motorcycles under the AHRA banner will depend on the outcome of the Odessa event, executive director Bruce Young said. Young indicated that the Odessa event would be a test to see if there is enough interest prevalent and if the two-wheeled quarter-milers can behave themselves.

As to the earlier AHRA decision to ban the drag bikes, Young added, "Maybe we were a little hasty in our decision and we would like to reconsider."

Racing categories for motorcycles will be broken down into three classes at the Odessa National with money paid as follows:

Top Bike: \$100 and \$50 from STP
Middle Bike: \$50 and \$25 from STP

Small Bike: \$25 and \$25 from STP
Trophies and cotton jackets will be awarded to winners as well.

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THE FINISH LINE

By Roxy Rockwood

The professional racing season got off to a poor percentage start with the standings already at two rain-outs. It was probably good that it did rain and the TT was called off last Saturday night as it was colder than you-know-what and not exactly what one could call the weather to open the night racing season with.

Anyway, this Friday night the half-milers take a shot at getting underway and it should be a hot one, regardless of the weather. Last year the total half mile purses came to \$60,000 at Ascot over a 31-race span from April to November.

The guys to cheer for this year are the first-year experts who are moving up to the Expert class for the first time. None of the many veteran experts retired from last season and all will be back, a couple of them on far better and faster equipment than they rode last year.

Rough For New Experts

The first-year Expert is going to

have a tough time breaking into the Main Event where the money is paid. Past seasons have found one or two hot-shots moving up from the Amateur ranks but there were none to speak of from last year's yellow plate crop. They were just a bunch of good all-around riders who may break a few waves this year, but not likely.

Tanner-Haaby & Co. is the best going, and if anything, will be faster than last season. To beat these two this year will take an act of Congress. Gene Romero is now ready to try but will have to do it in a hurry as he is leaving for the eastern Nationals the end of June and will only be back in July and Sept.

Sammy is just a few wins away from becoming the all-time everything and biggest winner in modern half-mile history. This alone should make the Flea fly at another record clip.

Haaby appears to have forgotten all about going after the number one title in the AMA, which annually puts more miles on your truck than it does dollars in your pocket. Instead, he will remain domestic and shoot for the Ascot title which should pay a thousand bucks to the point winner this season.

The "BSA Wrecking Crew" of Tanner, White and Haaby should again demolish the rest of the cast on a weekly basis except for a few dents from Romero, Lawwill and possibly, Schultz.

So What's New?

Surprises will be few but there will be much good racing every week with a whole new group of junior Kamikaze pilots in the Novice and Amateur class. Look for Jim Odom to run wild in the Amateur group and second year Novice, Rick Woods to finally get going in the 250cc class aboard the pace-setting Suzuki which was ridden to track records last year by Mike Morton.

Speaking of Morton, the only riding Mike will do this year is if they put handlebars on a rifle or potato peeling machine, as he is now Pvt. Mike Morton.

For the followers of the lightweights,

there are going to be some super-fine 250s in the Novice class this season. Track records should start falling early.

It appears that Triumph may start cracking the armor of the ancient BSA singles that abound in the Amateur & Expert classes. Romero, Hammer, and Butch Corder will all be going in the Expert class, Odom on a big "T" in the Amateur division.

Before the year is over you may also see a Honda 450 in one of the classes. They showed at Daytona that with a little effort they can be contenders. The potential is there if a little effort is put forth.

Pit gate time this Friday night is 6:00 p.m. Race time, 8:15 p.m. TT riders will have to wait until the first Saturday night in May. Sorry about that - Aggie must have broken his magic wand.

Keep a close watch on that AMA Grand National point race between Nixon and Markel. Gary has 101 points to zero for Bart. Both say they are going to win the big one in '67.

DESERT RESCUE MISSION

Riders of Hodakas in desert events are becoming familiar with a dark green Volkswagen bus in attendance at their races.

The bus, sporting a "Hodaka" sign,



offers the convenience of on-the-spot parts and tools to those who need them.

Also available from the Iverson Racing Service, which operates in conjunction with Beach Cities Honda/Triumph of San Clemente, are cables, carburetor jets and other basic parts for Triumphs and Hondas.

This type of service could make the difference between racing and having to sit in the pits, and we think it's a fine idea.

Metralla Test

(Continued from page 14)

After a frightening brush with the California Highway Patrol last year, Cemoto has purchased lighting equipment from Lucas of England for its export models. These are guaranteed to pass the CHP's torture test.

The machine's suspension is firm, in line with the company's goal of providing "the utmost in high speed cornering on pavement." The machine feels tight and the rear suspension is five-way adjustable for any preference. The front suspension can be adjusted by filling the forks with different weights of oil.

On the road, the machine was great fun. First gear is sort of medium tall, and there is a large jump between first and second. From then on, however, the gears are quite close, and the engine can be kept buzzing very nicely in almost any situation.

Even soaked to the bone, one of my wife's dishtowels wrapped around my face to keep out the stinging raindrops, it was a gas. My friends laughed when I emerged from the Monsoon looking like the Red Baron had zapped my Sopwith Camel with a garden hose, but I was having a ball.

The Metralla's muffler looks more like an expansion chamber than many expansion chambers do, and though its tone is usually muted there comes a time when you're pulling out of a corner and the machine is screaming an ever-higher canvas-ripping roar to the wind that you want to yell (from behind your wet dish-towel) "bring on Ron Grant! Who is this Cal Rayborn anyway?"

I'm not that kind of rider, but the Metralla is that kind of machine.

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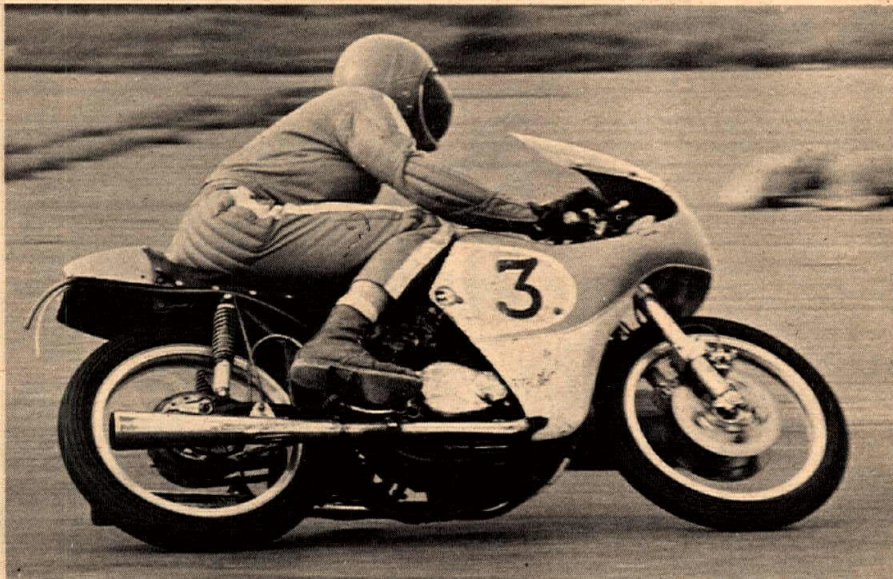
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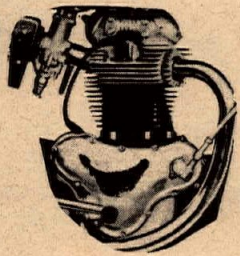
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SILVER CUP SCRAMBLES

By Maureen Lee

The fourth round of the American Cycle Association's Silver Cup series ran on Sunday April 2 with a great group of enthusiastic riders and weather cloudy but only short of perfect. Thanks to heavy rain the day before, the track was superb, with no mud, just a few soft spots most of the riders managed to miss and the rest of the surface with plenty of bite. The ambulance only moved once, and that was to the aid of Mike Capalite, the ACA announcer who likes to ride the Silver Cup events and who dropped it on a turn.

So many Amateur 250cc class riders showed up that there were two separate heats of motocross run with a fourth event held to establish the over-all winners for all those who had scored a competitive number of points in their group. The "star" of that class was Randy Burak from North Hollywood on a Greeves AND we'd like to point out that it wasn't the latest model either, but one with a square barrel. He won all three of his first motos. Come time to mingle with the high point men in his group plus the ones from the other section, he went out and demolished them too. Quite a day's riding!

Quite a few others in the 250 division will be ready for "Silver Cup" status after just a bit more seasoning. One is young Tim Hart from Torrance who rode a C-Z. In his first moto he and Don Shore (Greeves) staged a set-to that had everyone on their feet. They went the whole five laps practically side by side and I mean it was CLOSE racing! Tim went on to end up with fourth over-all in the 250 and a first place aboard a 360 C-Z in the 500 Amateur class. Pretty good for a seventeen-year-old who is on his way up. Tim attended Torsten Hallman's motocross school and his dad said it was one "of the best things that ever happened!"

The 100cc Amateur class was won by Gary Bailey on a Hodaka. Gary would zap up the big hill full blast, and then wheelie over the top! Spectacular! In second was Lobito-mounted Marshall Neibert with another Hodaka and Joey Sanders aboard in third.

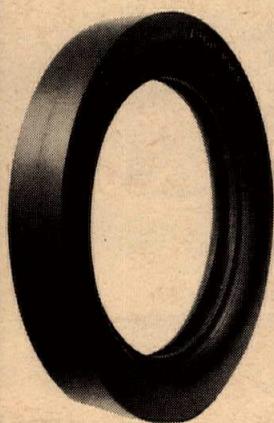
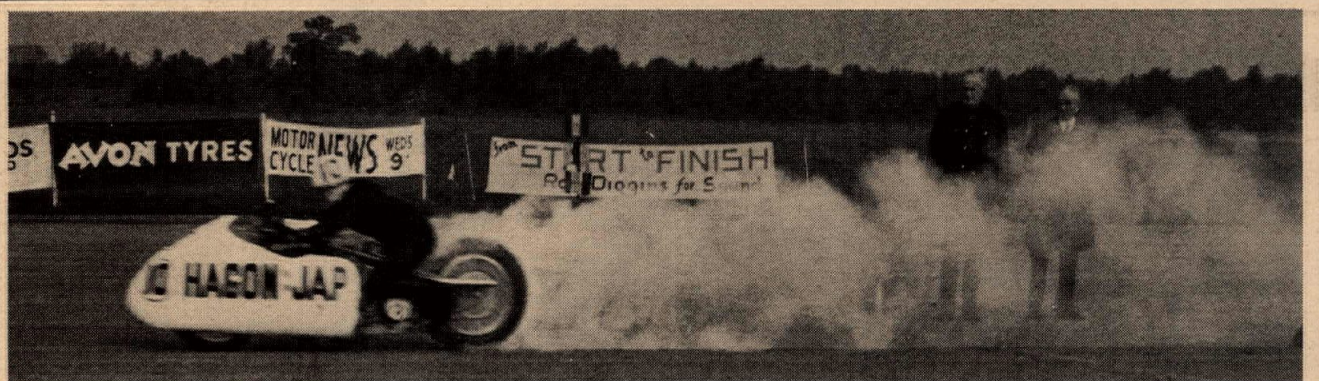
Axthelm Still Going Strong

The actual Silver Cup events (professional) were, as always, exciting to watch. Gary Conrad (Greeves) won the 250 class to remain the current leader in the series with Keith Mashburn (Greeves) taking second. Max Switzer (Greeves) the desert ace from Nevada, took third and then kept on riding in the other section to take first in the 500cc class on a 360 C-Z. Steve Hurd, after taking time out to change a flat tire after practice (he even gets 'em when he's not in the desert) ended up second. This is the first time an old scrambles-motocross correspondent like me has ever seen him ride and boy he's smooth! Hard luck man Walt Axthelm (C-Z) ended third. Walt had an 'orrible day including a crash up on the hill but to the national publication who jokingly wrote that Walt had been expected to quit competition since the 50's we'll say this: Don't hold your breath! There appears to be a heck of a lot of good hard riding left in that rugged frame of Walt's and when a lot of the young 'uns are collapsed under the trees in dire need of stimulants, Walt is still going around the track!

(Results on page 16)



Above: Jet-propelled Gary Conrad on the flying Greeves. Below: The Iron man himself, Walt Axthelm.



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Tim Hart (C-Z) leads a gang of them up the steepest hill.

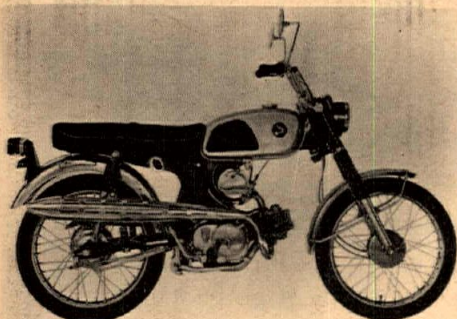


Left: Walt Axthelm who shared his C-Z with Tim Hart showing his feet on the pegs style around a banked turn. Right: Max Switzer, ace desert rider from Nevada shows true stand-up motocross style as he wins the 500 Silver Cup class.



Above: Does Dan Kline know that Don Shore is that close? Left: Jim Connolly goes high-wide-and-handsome over the jump. Right: Er...say guys...are you sure this is the course?

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The Scrambler 90 is a rugged performer on country trails or on city streets. Like its bigger cousins, the CL-160 and the CL-77, it sports Honda's traditional squared-off Scrambler tank and upswept tailpipe. Also like the other Scramblers in the Honda line, the CL-90's muffler is quiet enough for city riding anywhere. The newest addition to the Honda

line has a new "T-bone" frame design, 18-inch wheels, and a special steel safety skid plate.

The CL-90 is powered by the Honda four-stroke Overhead Camshaft single cylinder engine, an eight-horsepower mill which can move the bike along at speeds up to nearly 60 mph. Transmission is a constant-mesh 4-speed with smooth clutch operation.

Other features include big headlights, Scrambler-type handlebars with horizontal cross over and heavy-duty telescopic front forks.

Key technical specifications on the CL-90 are:

Engine: 4/stroke OHC single, air-cooled; 89cc (5.45 cu. in.)
 Compression: 8.2:1
 Max. Speed: 59 mph
 Horsepower: 8.0 bhp @ 8,500 rpm
 Climbing: 20 degrees incline
 Max. Torque: 4.8 ft. lbs. @ 8,000 rpm
 Weight: 203 lbs. (dry)
 Fuel Cons.: 160 mpg



HODAKA

THE WINNER AND STILL CHAMPION



Photo: Number 75 Gary Bailey zaps the Competition at Castaic.

HODAKA RESULTS

Castaic, Calif.
Silver Cup IV

100cc class

1st GARY BAILEY — HODAKA

Bakersfield, Calif.

Sprockets TT

100cc Amateur-Expert class

1st MIKE LANE — HODAKA

2nd AVERY HENSLEY — HODAKA

3rd JEFF JOHNSON — HODAKA

4th JIM MAXWELL — HODAKA

Fresno M.C. Scrambles

100cc Amateur Main

1st STAN ANDERSON — HODAKA

2nd ED SHORT — HODAKA

Dehesa, Calif. TT

Powder Puff Class

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SHOW GUIDE

TO THE INTERNATIONAL SPORTS CYCLE EXHIBITION

SHRINE AUDITORIUM, APRIL 6-9, 1967



Pat Miller of Downey models slick cutaway riding hide and Triple-A's entry in the Sotermycle Contest, the "Uni-Scuzzi", which is the highlight of their accessory display.



Pat Schreiber of Cycle Guide magazine decorates John Taliaferro's sidecar -- two attractions of the Shrine Sportcycle Exposition.



Simi Valley's Beverly Beach snuggles up to America's early entry in the sportcycle field, the 1919 Cleveland lightweight -- two graceful models that you will see at the Shrine.

EXHIBITORS

DOWNSTAIRS

- 101 - BSA
- 102 - Kawasaki
- 103 - Harley-Davidson
- 104 - Royal-Enfield, Maico
- 105 - Motorcycle Inc. Spec.
- 106 - BMW
- 107 - Daytona Winners
- 108 - Christensen Engin.
- 109 - Dot-American
- 110 - Steens, Inc.
- 111 - Roma Motorcycle Co.
- 112 - Restaurant Area
- 113 - 160 - Special Displays
- 201 - Triumph
- 202 - Sta-Lube - Century Mtrs.
- 203 - L.A. Police Dept.
- 204 - AMSA
- 205 - Triple A Accessories
- 206 - Suzuki
- 207 - Yamaha
- 212 - Hodaka (Honda Culver City)
- 213 - Special Display
- 214 - Intl. Sport Cycle Foundation
- 215 - 300 - Special Displays

- 301 - Cycle News
- 302 - To be Announced
- 303 - Montesa Motors
- 304 - Pooky Baker - S.F.
- 305 - Boy Scouts of America
- 306 - Natl. Trail Riders Assoc.
- 307 - Natl. Trail Riders Assoc.
- 308 - To be Announced
- 309 - Special Display
- 310 - Special Display
- 315 - Bell Toptex
- 316 - M/C Drag Racers Assoc.
- 317 - Dick Mann Frame Specialties
- 318 - Special Display

UPSTAIRS (Not Shown)

- 400 - 410 - Motorcycle Clubs
- 411 - Hilltoppers
- 412 - So. Calif. Sidehack Assoc.
- 413 - AFM
- 414 - 512 - Special Displays
- Customs
- Antiques
- Sidecars
- Competition cycles

